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THE DISPATCH contains the usual line of special articles in addition to the more seasonable features. Its Traveling Contributors send letters from every quarter of the Globe. Its special writers handle timely topics. Science, Electricity, Fiction, Art and Home Matters handled by experts.

SPRING ushers in the SPORTING season. THE DISPATCH will conscientiously cover all phases of legitimate sport as time develops them.

BUSINESS can be increased by advertising. THE DISPATCH circulates among the Purchasing Classes in the Cities and throughout Western Pennsylvania, Eastern Ohio and West Virginia. Its Classified Advertising Page is closely examined by all seeking employment as well as all requiring help of all kinds. Real Estate Sellers and Buyers recognize in THE DISPATCH their BEST METHOD.

THE DISPATCH is always carried IN FULL by the news agents in the cities. It is to present all legitimate news impartially and accurately at all times.

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ministration, but in a crisis like the present, true patriotism demands that political affairs be not allowed to cause sectional dissensions. There is by no means any certainty of war, but if fighting should become necessary the best interests of the nation will not be served by creating internal dissensions over the political faith of a President or Secretary of State.

THE CITIZENS MEETING. The meeting of citizens called by the Mayor to discuss and take action on pending street legislation will be a valuable opportunity for a clear expression of public opinion. The questions to come before it affect all taxpayers, and it is to be hoped that citizens generally will be present. On the understanding that all legislation pending for the conduct of municipal business is to be submitted for free discussion and an unbiased expression of popular opinion, it will mark the introduction of a new element in the framing of legislation.

Of the bills to be discussed, two—the one providing for the improvement of streets and that for the assessment to pay for improvements already made—are likely to be indorsed with very little dissent. As to the first, it is an expression of doubt that it is a proper provision for future improvements, except on the very debatable question whether improvements should be made on petition of a majority in interest or a majority in number of the property holders benefited. As to the second, street lighting improvements are expressed, but they are mainly directed to the doubt whether it will hold water when actual opposition to its enactment. There is no question that it is to the interest of the public, and that the wish of the majority of the people, that the \$1,200,000, now to be paid for street improvements, should be applied to the improvement of streets, and that the benefit, if it can be done, instead of by general taxation. The objection to the method of conducting public business by illegal methods and then going to the Legislature to legalize it, is obvious. But in this case it is overshadowed by the fact that the business was conducted by what was supposed to be legal methods, and that the justice will be worked if those not benefited by the improvements have to pay for them.

Two other bills occupy a more doubtful position. That providing for park payment is in one view curative, for it is intended to legalize transactions already consummated in the acquisition of park property, besides changing the method of payment. But its legislative aspect it is to be distinguished from the street bill in the fact that the trouble in the former case was caused by reliance on a law supposed to be constitutional, while with respect to the park difficulty it is due to simple negligence to find out what the law was. For the future it is a decidedly desirable qualification of either a popular vote on the acquisition of public parks, is not a desirable provision. The measure making a rather indefinite grant of power over the wharves, if presented to the meeting, is also one that will provide considerable debate, and seems to call for a clearer limitation of powers over ground dedicated to a specific use.

As to the scheme for the indefinite issue of bonds to certify of indebtedness of the city, we do not think that any representative body of citizens will be likely to endorse a measure of such doubtful constitutionality and worse policy.

A TAX THAT WAS TAKEN OFF. The sharp reduction in the price of sugar—likely to be more decided when the full effect of the reduction of duty is felt—stimulates the Philadelphia Record to a rather frank attempt to prove that it is a disproportional tax on the consumer. It is a measure of the tariff on sugar to have been a tax, and that it was paid by the American consumer.

Exactly. But it may not be amiss to remind our free trade friends that the varying attitude of the protectionists in Congress was that a revenue duty like the sugar duty is a tax, and therefore when an attempt is made to relieve the public from taxation it is especially eligible for reduction or removal.

It is also pertinent to recall the fact that the platform of the free traders on the removal of the sugar duty was that it was the kind of tax they did not wish to have taken from the people. A movement started by their leader on the avowed necessity of reducing the revenue, a duty which their organs now claim was an unimposed tax, was not so selected for accomplishing the proposed purpose of their crusade.

Finally, the conclusion is pertinent that since the free trade press have so unanimously discovered from experience that the sugar duty was a tax, they will have to give the McKinley bill credit for reducing taxation—which they have been industriously denying for the past six months.

AN OLD-TIME CORPORATE PLEA. The article of Mr. Sidney Dillon on "The West and the Railroads" in the New York American Review, is a remarkable example of the disposition of the corporate policy to turn back public opinion to the point where the discussion of corporate abuses commenced. Mr. Dillon, as the associate and representative of the Gould policy, has too manifest an interest in effecting, if possible, a return to the old ignorance of the public obligations and restrictions of railway corporations to resist the temptation to do so at that score. Yet it might be supposed that the knowledge of that fact would inspire that interest with discretion enough to leave the preaching of the doctrine of corporate irresponsibility to those whose interest is a little less obvious. The appearance of Mr. Dillon to discharge that function suggests a reliance on the financial and corporate circles which in financial and corporate circles wipe out the public memory of the means by which that power was reached, and endows representatives of the corporate policy of plunder with a species of ex cathedra authority to enunciate dogma concerning their relations with the people.

Upon whatever theory he may base his argument, Mr. Dillon produces the once familiar statement of the great benefits of the public. All of this leads up to the conclusion that railways are private enterprises, with a few immaterial exceptions established without public aid, and that therefore the attempts to regulate charges are wanton and wicked assaults on private property.

This is almost a replication of the articles which used to appear ten years ago, demonstrating that any attempt to prevent rail-

way discriminations was a confiscatory attack on vested interests. It does not advance a single idea not thoroughly ventilated before the passage of the Inter-State Commerce Law. Its theory of the wealth created by the railways ignores the fact that without the labor of the people in production the railways themselves would be worthless. It discards as puerile the charge established by judicial and legislative investigation, and exemplified by the colossal fortunes created by those abuses. Its assertion that the majority of the railroads are entirely the creations of private enterprise is a remarkable avoidance of the great fact that there is not a single line of any importance that could have been built without the exertion of some one in authority of the executive domain, which charged it with all the obligations and duties of a public highway.

But it is his remarks on the effect of competition that Mr. Dillon most markedly displays the insincerity of his argument. He points to the work of competition in the past and holds it up for the future as a model of protection for the public against unjust charges. But he keeps entirely out of sight the fact that by the very organization of the railway system competition never is permitted, and painfully ignores the further pertinent reflection that the corporate policy he and his associates especially represent is the complete suppression of any competition whatever to the railway system.

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married the other day, has made some very good guesses, but he will find himself unable to predict matrimonial storms.

This fact that a son of President Garfield has been elected for nomination to the Cleveland City Council by a saloon keeper is not a proof that Garfield's memory is dishonored. It is an evidence that, in city politics, hereditarily inherited political power is half as powerful as the ability to set up things with the ward workers.

While reciprocity is the order of the day, it is an effort to do that reciprocity treaty with Mexico which was concluded some years ago, and prevented from being carried into effect by sheer political stupidity?

An agent of a best sugar syndicate has been swindling the people of Abilene, Kansas, and because he took their sugar the citizens call him a beat.

The information that the old Union Canal from Reading to Middletown, Dauphin county, is now being sold out in lots to the owners of abutting farms, shows that the last vestige of the old canal system of the State are being wiped out before the time the State ought to commence the work of creating a new one.

PERSONS PARAGRAPHER. MR. TSHING-TSHANG, the new Chinese Minister at Paris, is a Tartar by birth and a Roman Catholic, and so is his wife.

DR. KOCH, who has just returned to Berlin, reports that he is much depressed over the non-success of his lymph.

EMPEROR FREDERICK, during his recent visit to Paris, made a number of sketches, which are to be copied and printed for a benevolent purpose.

MISS CORA V. DIEHL, who has been elected Recorder of Deeds for Logan county, Ala., is 21 years old and commenced making good records at the age of 17.

COLONEL A. S. FOLENSIEP, one of the Chicago victims of the grip, commanded the Massachusetts regiment that was mobbed in Baltimore in the early days of the war.

PROF. TENNANT, who, several weeks ago, was reported to have died, was supposed to be able and willing to supply cheap and tractable labor, and they are not so cheap and tractable as they are reported to be. In this country, where the laborer is so cheap and tractable, it is not surprising that a man's economic value should be considered with reference to the man's value as a citizen, and not to the man's value as a man.

MARCELA SERRAO, the Italian artist, is said to have applied much of the power and perception of Dickens to the middle and lower ranks of Italian life, through her novel, "Papa's Daughter."

FRANZ VON SUPPE, the well-known music composer, recently celebrated, in Vienna, his fiftieth anniversary as a composer. He received telegrams of congratulation from all parts of the world.

CAPTAIN JOHANN OETHE, the missing Austrian Archduke, was signalled on the Pacific Ocean, some weeks ago, according to a statement in a French paper published in Yokohama, but the story is not received with credence in Vienna.

ADELAIDE RISTORI, the great actress of a former generation, is nearer 70 than 60 years of age, but, says a Roman correspondent, is still as healthy as a young girl, and her face is as clear as a Roman straight and graceful, and size neither wrinkled nor yellow.

A COURT OF CROWS. The Remarkably Queer Sight Seen in a Prohibition State.

I never would have believed stories told about the crows in this State. They are "court," says Ewing Herbert in the Kansas City Star. One beautiful day in December I was riding on the public road two miles north of Hanks, Kan. I had noticed great flocks of crows flying about me, and when nearing a cottonwood grove, in making a turn to the right, I saw hundreds of them perched on the tops of the trees, and when I saw a crowd had read somewhere that crows were well-governed birds, and when I saw this flock of crows, I had a sudden idea that I had a crowd of crows flying about me, and when nearing a cottonwood grove, in making a turn to the right, I saw hundreds of them perched on the tops of the trees, and when I saw a crowd had read somewhere that crows were well-governed birds, and when I saw this flock of crows, I had a sudden idea that I had a crowd of crows flying about me, and when nearing a cottonwood grove, in making a turn to the right, I saw hundreds of them perched on the tops of the trees, and when I saw a crowd had read somewhere that crows were well-governed birds, and when I saw this flock of crows, I had a sudden idea that I had a crowd of crows flying about me, and when nearing a cottonwood 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