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To insure publication in this paper, volunteered contributions of a controversial character MUST BE SIGNED FOR PUBLICATION BY THE WRITER'S true name.

In Extraordinary Session.
The necessity which causes today's convocation of the Fifty-fifth congress in extraordinary session is clearly recognized by all students of public affairs.

Congress upon assembling today will find prepared for its consideration a new revenue measure drafted upon the wise lines suggested in the president's inaugural address.

So carefully has this work been performed that it is believed the measure will immediately commend itself to the favor of congress and reach the executive for his signature within three months.

The special session of congress which begins today will have other matters to consider than revenue legislation; but with the exception of the arbitration treaty in the senate and the unfinished appropriation bills inherited from the last congress, those may well be relegated to the calendar of the regular session beginning next December.

Bolled down, Tom Reed's advice to congress this session is to pass the tariff bill as soon as possible and go home. It is wise counsel.

The New Congressional Library.
The growth of the United States in wealth and industry has been profusely exploited.

On the first of next July, when the new congressional building—the finest home of books in the world—will be many persons believed to be the handsomest edifice ever built by human hands—is put to use, it will contain shelves for 1,500,000 volumes and room for the ultimate extension of this shelf capacity to include altogether about 2,500,000 books.

The Railway Problem.
In the North American Review for March Lloyd Bryce makes a timely defence of the country's railroads from the charges of extortion that are now-a-days so common, and asks for more liberal treatment of the railway problem by congress and the several states.

Another Currency Plan.
Of new currency propositions there is no end. The latest, and by all odds the simplest and frankest, is one proposed by Congressman Charles N. Fowler, of New Jersey, a prominent member of the banking and currency committee of the last congress.

of one-ton of freight two hundred miles for one dollar. Indeed, the Pennsylvania railroad in 1895 reported that it carried 8,175,218.40 tons of freight one mile, at the rate of five and six-tenths mills per ton per mile.

The theoretical beauty of this plan is apparent to the dullest mind, if it be considered that all national banks are required to issue notes up to the full value of the loans, and also against their assets, as under the old state banking system.

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Some very sensible remarks upon a subject of widespread interest and vital importance are made in the last annual report of the National Divorce Reform league, an organization founded to promote the happiness and morals of the home.

Dealing with the question of home influences, Dr. Diko says: "The nation is in bad enough, but it is a great mistake to charge to it all social vice and the evils of bad homes. We must ask religious clubs and other assemblies that are fond of hearing about the reform of the criminal— a most important work—to give proper attention to the sources of crime and the way men become criminals. To reduce the supply is as valuable reformatory work as the effort to save the actual criminal. The home is the place in which to begin to cultivate those virtues of reverence of constituted authority, of the love of truth and righteousness, of honesty, self-denial, and devotion to high ideals, which make the foundations of society enduring, and whose lack brings all we hold dear into peril, and threaten the republic with discord and revolution.

Secretary Sherman says his "dream for the remote and permanent future of the North American continent is three great republics—Canada, the United States and Mexico." That vision can be improved by merging the first two.

These, we repeat, are sensible and timely words; trite, perhaps, but deserving to be kept in mind as guides to conduct. There is far too much purely professional reforming in this country, and far too little of the real stuff of reform.

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First as to freight charges, he shows from official figures that between 1873 and the present time the general ton-mile rate for the United States has fallen nearly 60 per cent.; that the lake and rail rate on wheat from Chicago to New York has fallen at least 75 per cent., and the all-rail rate not far short of 65 per cent. On corn the fall has been 62 1/2 per cent., and on provisions fully 50 per cent. Here, in the opinion of Mr. Bryce, we have good evidence of reduction of freight rates for the people of the country generally, and the agricultural interests in particular.

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"THE RAILWAY PROBLEM."
From an Article by Hon. Lloyd Bryce in the North American Review for March.

Few realize that one mill, or one-tenth of one cent per ton per mile additional upon the tonnage of 1885, would have added over \$200,000,000 additional income. Thus the infinitesimal fraction of a dollar, the mill, is all that stands between the prosperity and insolvency of railroads. That extra mill would give employment to 200,000 day laborers for twelve months, as they are badly needed on the tracks and roadbeds, in the yards, and shops of our great railroads.

A glance at the individual accounts of railroads brings to light remarkable freaks of direct taxation, in certain roads reaching 20 per cent., or one-fifth, of the net income. The Santa Fe, for example, of the Atchison, Topeka and Santa Fe Railway company to the legislature of the state of Kansas, it was shown that out of the net income the Santa Fe earned in Kansas, it paid back at once about 20 cents for labor and supplies and about eight cents more for taxes. In 1885, the net income of the Santa Fe was \$1,000,000, out of which about \$800,000 was paid for Kansas taxes. Surely the representatives of the Santa Fe were justified in asking what other industry or business in the state was taxed 44 per cent. of its income. A similar memorial addressed to the Missouri legislature last month by the Chicago, Burlington and Quincy railroad brought out the fact that out of an annual business of \$30,000,000, \$21,000,000 was used right in the state in expenses. These are not typical cases; many others could be given showing the innumerable burdens placed upon these properties by state legislatures.

The question of state ownership, as yet, is hardly discussed in the United States. Those who oppose it take the ground that government ownership will not reduce rates, but that it will deaden invention and initiative. The railway systems of this country and England are indeniably the exact opposite of the latter. The enterprise can do that those who favor state ownership can point to as illustrating government control. In efficiency the advocates of private enterprise have the best of the argument in the United States the railways run a train thirteen miles annually for every man, woman and child. In England the figure is eight, in Germany four and one-half, in Belgium three and one-half, in Australia, where public control and ownership is absolute, where the roads are operated by the same race as our own, they have not yet run trains at a speed equal to eight hours' time between New York and Boston. This, therefore, it seems to me, a reliable indication of the probable efficiency of state-owned railways. This plan offers but few attractions and many obstacles. To adopt it means to throw away more that is good than could possibly be gained.

WITHOUT AN ENEMY.
Major McKinley assumes the presidency with the unqualified good will of the entire body of the people of the United States. Their confidence in his integrity, his patriotism, his sincerity, his experience and ability, is absolute and implicit. Probably he has not a personal enemy in the world. I have never seen nor heard of a man who has not a personal enemy in the world. I have never seen nor heard of a man who has not a personal enemy in the world. I have never seen nor heard of a man who has not a personal enemy in the world.

INGERSOLL ON M'KINLEY.
From a Chicago Interview.
"McKinley has made a good start. His inaugural address, plain and unassuming, is admirable. It is mainly, the cabinet is good. John Sherman stands easily at the head. Chicago knows and respects Mr. Gage. Cleveland is a good, honest, man; a man of intelligence, experience and culture. Mr. Bliss stands high in New York—a man of the highest character. General Alger is an excellent man; he did the country great service and he did the party great service. He is entitled to the place he has, and I don't discharge the duties to the satisfaction of the country. Judge McKenna I do not know, but I believe him to be a good man and an excellent lawyer. Notwithstanding I associate with Mr. Gary or Mr. Wilson, but I believe they are well qualified for their positions. Yes, it is a good cabinet, and I am sure we are to have a good sensible, honest, reasonable administration, without egotism or stubbornness, but with self-respect and firmness.

TOLD BY THE STARS.
Daily Horoscope Drawn by Ajacicus, The Tribune Astrologer.
Astrolabe cast 2:12 p. m. for Monday, March 15, 1897.
A child born on this day is liable to great Good-roads. He is punning in the uniform of street commissioner if he is anything in sign of the times. A good many men never let the right hand know what the left hand doeth probably out of respect for the feelings of the right. The crusade against "new journalism" could with propriety extend to the Electric City. There is some good left in the man whose conscience reproaches him for a mean act. It is always difficult in any sphere of life for a "new man" to repeat himself. Songs of Spring. Spring! Spring! Spring! This is the time of year. When the man with long-made hair Will swoon at the mention of all. And with heart chock full of fear He'll seek some man on whom the verse He'll spring, spring, spring!

THE HUMMING SWEET.
The top it hummeth a sweet, sweet song To my dear little boy at play— Merrily singeth all day long— As it spineth and spineth away. And my dear little boy He laughed with joy When he heard the monotone Of the busy thing. That loved to sing The song that is all its own. Hold fast the string, and wind it tight, That the song be long and clear; Now hurl the top with all your might Upon the baquette here. And straight from the string The joyous thing Boundeth and spineth along. And it whirs and it chirs And it puffs and it purrs Ever its pretty song. Will ever my dear little boy grow old, As some have grown before? Will ever his heart feel faint and cold When he heareth the songs of yore? Will ever the top of his head grow bald Of my dear little boy, When the years have worn away, Sing soft and low Of the long ago? As it singeth to me today? —Eugene Field.

GOLDSMITH'S BAZAAR.

An Important Announcement.

We Will Have on Exhibition in Cloak Dept. Tuesday, March 16.

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