

Topics of the Times

Even the man who isn't square may be cornered.

The Czar's present opinion of the donna is probably unfit to print.

"The glory that was Greece" seems to have passed to the United States.

The Czar of Russia is only 38, but he has had almost reverses enough to make him 83.

If a man boasts that he has no enemies he seldom has occasion to boast of his friends.

In view of recent disclosures Mr. Rockefeller's income probably has been underestimated.

Notwithstanding his advancing years the Sultan of Turkey seems to be about the same old Sultan.

Now that Cuba has had a \$500,000 fire there is no more doubt that she is becoming Americanized.

The man who never made a success of anything in his life always wonders why other men do not heed his advice.

Mr. Rockefeller's taste in art is said to be crude. That may be because he has used his refinery for other purposes.

Of course, when the palmist fixed man's limit of time at three score and ten he has never heard of Uncle Joe Cannon.

Now that a hospital for the very rich is projected, the doctors will have to think up some more exclusive disease than appendicitis for them to have.

"I admire the spirit that never gives up," said John D. Rockefeller, Jr., to his Bible class. Must be a great admirer of dad, who doesn't give up much.

Millinery may be taught in some of the Chicago schools next year. This is encouraging. The time may come when every girl will be able to make her own hats.

If we have the right idea of the speed of Mr. Harriman's train across the country, when doing its best, it passes eight or ten given points at the same time.

Congress has voted to have the United States build the largest battleship in the world. By the time the keel is laid down England will have made arrangements to construct a 21,000-tonner.

A prophet who predicted the Mont Pelee disaster, the eruption of Vesuvius and the San Francisco earthquake says New York will be destroyed within two years. This isn't likely, however, to worry Wall street half as much as the scarcity of lambs, which, according to recent reports, is becoming more evident day by day.

The average man is not accustomed to regard his health as his very best asset, yet that is precisely what it is. The man who will accord due regard to his health, from a strictly business standpoint, will go further, last longer and accomplish more in the end than one who makes health an after-consideration. Success which is attained at the expense of health is worth absolutely nothing to the man who attains it. There is no pleasure either in the process or in the final result.

The aim of the reformers in school and college athletics should be clearly and directly the betterment of conditions, not the extirpation of the love of combat which is inherent in the nature of mankind. The notion that hard general work, resulting in full muscular development, saps vitality, weakens the organs and is a wearying incubus to the individual is so illogical as hardly to deserve an answer. But some persons believe this. Such should pity the wild animals that, guided only by an instinctively physiological need, run, jump, pursue and wrestle with one another, thereby using and developing fully their whole bodies.

The growing importance of the gulf ports for the shipment of western produce is gathered from a statement recently issued by the Department of Commerce. For the ten months ending with April Galveston, New Orleans and Mobile exported \$30,000,000 worth of breadstuffs, against \$33,000,000 worth for all the Chesapeake ports, including Baltimore, and \$37,000,000 worth for New York. New York's lead is readily accounted for by the advantage it has in the cheap water route through the lakes and the Erie canal, which also give her not a little wheat from the Canadian fields. With a deep waterway from Chicago to the mouth of the Mississippi, New Orleans, which contributes \$16,500,000 to the above total of \$30,000,000 for the three gulf ports, would in all likelihood excel New York in the shipments of breadstuffs and other western produce.

A year ago the trolley car began to displace the horse car. It soon became manifest that the displacement would become general. Many were led to anticipate the downfall of the horse, or, at least, a great decline in the value of horses, owing to their banishment from one field of usefulness. A little later

came the automobile. It has commenced taking the place in the city of the draft horse as well as of the carriage horse. That led to predictions that the day of the horse was over and that the raising of them would become a decaying industry. The horse refuses to go, and his value has advanced. On Jan. 1, 1897, there were 14,364,000 horses in this country. On the first day of 1906 there were 18,718,000. In nine years there has been an increase of 30 per cent. The gain in the number of mules has been great, but not so large. In 1897 there were 2,215,000. This year, notwithstanding the heavy purchases made by the British Government during the Boer war, there are 3,400,000. The increase in the valuation of these animals is more surprising than in their numbers. The total value of horses has advanced from \$452,000,000 to \$1,510,000,000, and of mules from \$92,300,000 to \$334,000,000. It is hard to explain such an advance in values, except on the theory that the valuation in 1897 was too low or that for 1906 a little inflated. Even after making all allowances it is manifest that the value of the horse and mule has not been affected by the introduction of improved modes of locomotion. One may rest assured that the 18,700,000 American horses are not eating their heads off. Those that are old enough are employed on the farms and in the city. The supposition that horse power might be supplanted by electric power was not well founded. There is so much work to be done in the United States that both kinds of power are needed, and probably always will be.

Speakers at a meeting of the Woman's Trade Union League in Chicago maintained the other day that the wages of women are far below the American standard of decent living, and that it is high time to disabuse employers of the notion that women workers are willing to receive unequal pay for equal work. Some put the minimum "living wage" at \$15 and some at \$25, but all agreed that a rate of \$6 or \$7 means "charitable assistance" in some form or another. Impartial and intelligent students of the question of woman in industry—like the two University of Chicago women who dealt with it in the Journal of Political Economy only a few months ago—recognize that women hardly ever do "the same work" as men. "The demand for the same wage," say the university investigators, "can be based only on the claim that there is the 'same work.' In the face of the facts just presented, it is fair to ask, Where is the same work to be found under present conditions?" "The facts presented" in the article indicate that there is little direct competition between men and women workers. The last census report says that "if we look at the list of occupations we find women doing the lighter work, the mechanical work, the less skilled" in the industries where they work by the side of men. American and British labor reports contain plenty of evidence that "women and children perform the lighter, while men perform the heavier grades of work in occupations which employ both sexes. The question of equal pay for equal work is by no means as simple as it looks. With regard to the "living wage" generally, is it true that the women who receive less than \$15 a week in a large city must in the end have recourse to charitable assistance? The girl who lives at home and is in part supported by the head of the family is not dependent on charity. Her wages may not cover all her expenses, but the family does not expect that they should. All can live in comfort where the wages of the father are supplemented by those of two or more children. Under these circumstances—and they are the rule rather than the exception—says the Chicago Record-Herald, women are certainly willing to work for lower wages than they would need were they compelled to support themselves absolutely and to enjoy none of the advantages of family economy and co-operation. In regard to amusements, it is not to be overlooked that girls seldom pay for such things, their boy friends and acquaintances being only too anxious to "take them" to the theater, the summer garden, the skating rink, and so on. An industrial order based on supply and demand, on competition, automatically governs itself by such facts and circumstances.

Exonerating Venables. Once when W. Holman-Hunt, the English painter, was dining with Thackeray, he noticed a marble bust of the novelist as a boy. The bust was well modeled, says Hunt in his recently published volume of reminiscences of "Pre-Raphaelism and the Pre-Raphaelite Brotherhood," and admirable for its open expression. It registered the bridge of the nose, the sinking of the forehead which distinguished his handsome, dignified face. As Hunt gazed he recalled the reported remark of the housekeeper at Charterhouse, after Thackeray's pugilistic encounter with Venables, and on seeing the bust which Thackeray's face had received: "You have destroyed the looks of the handsomest boy in the school." When Hunt had silently decided this, Thackeray noticed him, and exclaimed: "I know what you are wondering at. You want to know whether the bust was done 'before or after.' Well, it was done before."

When a man takes a girl out riding on a country road, and puts his arm around her, some one passes and tells, though they are riding in the wilderness.

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