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ORDINANCE NO. 312.

An Ordinance Granting to Portland Railway, Light & Power Company, its Successors and Assigns, the Right to Construct Accquire and Own, and to Maintain, Operate and Use Railways and Street Railways, and Poles and Wires and Underground Conduits, Cables and Conductors, in the City of St. Johns, Oregon.

The City of St. Johns does ordain as follows:

Section 1. That there shall be and hereby is granted, subject to the terms, restrictions and provisions in this ordinance contained, to Portland Railway, Light & Power Company, a corporation duly incorporated, organized and existing under and by virtue of the laws of the State of Oregon, and having its principal office at the City of Portland, County of Multnomah and State of Oregon (hereinafter called "the Railway Company"), and its successors and assigns, the franchise, right and privilege to lay down, re-lay, construct, re-construct, purchase, acquire, lease, repair, maintain, equip, operate, have, hold, use, and enjoy lines of railway and street railway, either single track or double track, with the right to change from a single track to a double track and from a double track to a single track, with convenient switches, turnouts, crossovers, curves, connections and turntables, and to run and operate cars thereon, in, over, along and upon the following named streets and highways in the City of St. Johns, Oregon, to-wit:

On Jersey street from Fessenden street to the south line of Burlington street.

On Fessenden street from Jersey street to the place where the line between the donation land claims of James John and D. S. Southmayd crosses said Fessenden street, and also the franchise, right and privilege to connect together at the crossing of Jersey street and Fessenden street by convenient curves and connections the line of railway or street railway on Fessenden street with the line of railway or street railway on Jersey street in this section mentioned, so as to conveniently operate said railways or street railways in this section mentioned as one entire system of railways or street railways, and to run cars from the line of track on Fessenden street to the line of track on Jersey street, and from the line of track on Jersey street to the line of track on Fessenden street.

Section 2. That there shall be and hereby is granted, subject to the terms, restrictions and provisions in this ordinance contained, to the Railway Company, its successors and assigns, the franchise, right and privilege to put up, erect, maintain and use poles in the sidewalks, along the curb lines thereof, of Fessenden street, in the City of St. Johns, from the place in said Fessenden street where the same is intersected by the boundary line between the donation land claims of James John and D. S. Southmayd to the easterly boundary of the City of St. Johns, and also to stretch over, along and across said part of said Fessenden street and upon said poles all such wires and cables as may be necessary, desirable or convenient to be used by the Railway Company, its successors or assigns, in connection with its or their railway, light, power and heating business, or any other business connected with its or their corporate purposes, and to transmit electrical energy on and over such wires and cables and any thereof, and the further franchise, right and privilege to stretch over, along and across said part of said Fessenden street all such guy wires, span wires, feed wires and other wires and cables as may be necessary and convenient to be used by the Railway Company, its successors or assigns, in connection with its or their line of railway or street railway in said part of said Fessenden street and in connection with its or their light, power and heating business or any other business connected with its or their corporate purposes; and all of said wires and cables may be stretched along said poles and from or to said poles as may be desirable and convenient for the corporate purposes of the Railway Company, its successors or assigns, both in the operation of public utilities carried on by it or them and in the supply of electrical energy to private consumers, and the further franchise, right and privilege to transmit electrical energy on and over such wires and cables and any thereof.

Section 3. The Railway Company, its successors and assigns, may operate and propel cars for the transportation of freight and passengers over and upon the railways or street railways mentioned in Section 1 of this ordinance by means of overhead or underground electrical power, storage batteries, compressed air, cables, or other mechanical power (excepting only steam motors and steam locomotives), and for the purpose of operating railways and street railways and for conveying power and electric current, may put up, erect, maintain and use poles along the curb lines of the streets and highways mentioned in Section 1 of this ordinance, and may put up, erect, maintain and use overhead wires and lay down, construct, maintain and use underground slots and conduits and underground wires, conductors and cables over or under the streets and highways mentioned in Section 1 of this ordinance. The Railway Company, its successors and assigns, may at any time change the motive power and mode of operating and propelling cars on said railways or street railways for any more improved, economical, practical or desirable method in the kind of motive power, excepting steam motors or steam locomotives.

Section 4. The tracks of the railway and street railways constructed or maintained under authority of this ordinance shall be laid as near as practicable in the center of the streets and flush with the grades thereof (excepting at angles, curves, connections, turnouts, etc., as provided in Section 1 of this ordinance), and in such excepted cases the track shall be laid on such curves and on such aligament and on such modification of grades as to provide for the safe and convenient operation of cars and so as to offer as little obstruction as practicable to the passage of vehicles.

Section 5. For the purpose of laying down, repairing and reconstructing the railway and street railway tracks and pole lines authorized by this ordinance, the Railway Company, its successors and assigns, shall not obstruct any street for a greater continuous distance than 500 feet at any one time, or for a longer period than two weeks at any one time, excepting that in case of bad weather, strikes, riots, accidents, casualties, delays or defaults of carriers, material men or contractors or judicial interference, the properly constituted authorities of the city may extend such time at their discretion.

Section 6. Nothing in this ordinance or any right, privilege or franchise granted by this ordinance shall be construed to prevent the municipal authorities of the City of St. Johns from sewering, grading, paving, planking, macadamizing, improving, altering or repairing any of the streets over which the railways or street railways authorized by this ordinance are constructed or operated, but all such work shall be done so as to cause as little obstruction or hindrance as possible to the passage of cars and the operation of said railways or street railways and the owners of said railways and street railways shall have the privilege of raising or shifting the railway tracks or street railway tracks so as to avoid as much as possible obstructions to the operation of cars during the progress of the street sewering, grading, paving, planking, macadamizing, improving, altering or repairing.

Section 7. The Railway Company or its representatives, successors and assigns, shall keep those portions of the streets and other public places occupied by said railways or street railways under this franchise in good repair and as required by the Council, and the Railway Company, or its representatives, successors or assigns, shall during the life of this franchise plank, pave, repave, reconstruct or otherwise improve or repair or maintain in good condition and in the manner directed by the Council, the whole or any portion of the streets along or over which said railways, street railways or other railways shall be constructed lying between the rails of any track thereof and extending one foot outside of such rails, and also the portion of streets lying between any two tracks.

It is understood and agreed that if the Railway Company, its successors or assigns, owner or owners of the railways or street railways constructed under this ordinance, after thirty days' notice given by the Council to the Railway Company, its successors or assigns, to repair, improve or maintain, as in this ordinance or in the charter of said city provided, the portions of the street or streets hereinbefore described along and over which said railway or street railway or tracks are herein authorized to be constructed or maintained lying between the rails of any track thereof and extending one foot outside of such rails and also the portions of the street or streets lying between any two of such tracks, shall fail, neglect or refuse so to do, then and in that event the City of St. Johns may at its option do such work and the cost of the same as ascertained and declared by the Council shall be entered in the docket of city liens, and the Railway Company, its successors or assigns, shall pay prior to delinquency such special assessments for the repair or improving of any such portion of said streets, and upon the neglect or refusal of the Railway Company, its successors or assigns, to pay any legal assessment for repairs or improvements of such portions of said streets as hereinbefore provided, the City of St. Johns may by ordinance declare the immediate forfeiture of this franchise (so far as the rights granted hereunder in Section 1 hereof are concerned) and the road or tracks constructed by the Railway Company, its successors or assigns, under and by virtue of this ordinance or franchise.

Section 8. In case any street or portion of street be abandoned by the Railway Company, its successors or assigns, during the life of this franchise, then that portion of the franchise under which said street or part of the street so abandoned was used by the Railway Company, its successors or assigns, shall thereafter be null and void and shall be forfeited without any further action on the part of the city.

Section 9. The Railway Company, its successors and assigns, shall (subject to the other provisions of this franchise, and to the rights and privileges herein granted to the Railway Company, its successors or assigns), maintain its roads, tracks, poles and wires, in continuous good order and repair throughout the entire term of the franchise granted by this ordinance, and shall render efficient service during the entire term of this franchise, and if said Railway Company shall fail to so maintain its roads, tracks, poles and wires, or to render efficient service, after reasonable notice from the Council, the Council may forfeit this franchise and all rights and privileges granted thereunder.

Section 10. The Railway Company agrees and promises for itself, its successors and assigns, to pay to the City of St. Johns as compensation for this grant or franchise by said City of St. Johns, the following sums of money in time and manner as follows: Fifty ($50.00) dollars per annum, payable on the first Monday in December of each and every year during the continuance of this franchise.

Section 11. The Railway Company, its successors and assigns, may charge and collect from each passenger traveling upon its railways or street railways, for each trip traveled by such passenger in one general direction, wholly within the City of St. Johns, on the railways or street railways of the Railway Company, its successors and assigns, including railways and street railways constructed on the streets, or parts thereof, authorized by Section 1 of this ordinance, a fare of five cents (5c) and no more, except that for passengers traveling in observation cars the Railway Company may charge and collect from each passenger a fare not exceeding fifty cents (50c) per trip. The Railway Company, its successors and assigns, may charge and collect for the use of funeral cars, mail cars, express cars, freight cars, party cars and other special cars, a sum not exceeding ten dollars ($10) per hour for each of such cars.

Section 12. At the expiration of the time or period for which this franchise is granted, the City of St. Johns, at its election and upon the payment therefor of a fair valuation thereof, as in this section provided, may purchase and take over to itself the property and plant in its entirety of the Railway Company, its successors or assigns, which may be constructed by it or them under authority of this ordinance, and which may be situated on, in, above or under the streets and public places particularly mentioned in Sections 1 and 2 of this ordinance, and used in connection therewith (but not including any railways or street railways, or any track, tracks, connection, connections, lines, systems, property or plant of the Railway Company, its successors or assigns, or any other corporation or corporations, other than such as may be constructed under authority of this ordinance) and on, in, above or under the streets and public places particularly mentioned in Sections 1 and 2 of this ordinance, but in no case shall the value of this franchise of the Railway Company, its successors or assigns, be considered or taken into account in fixing such valuation.

The price or valuation to be paid by the City of St. Johns for said plant and property shall be fixed and determined by three arbitrators, one appointed by the Council of the city, another appointed by the Railway Company, its successors or assigns, and the third appointed by the two so chosen, and the decision in writing of said three arbitrators, or a majority of them, made in duplicate and signed by them, one delivered to the Mayor of the city and the other to the Railway Company, its successors or assigns, shall be final and binding upon the parties, and said price and valuation shall be paid to the Railway Company, its successors or assigns, before the Railway Company, its successors or assigns, shall be deprived of the possession of said plant and property, and upon the payment by the city to the Railway Company, its successors and assigns, of such price and valuation so determined as aforesaid, said plant and property so valued, purchased and paid for shall become the property of the City of St. Johns by virtue hereof and payment therefor, as aforesaid, and without the execution of any instrument of conveyance. Should the Railway Company, its successors or assigns, fail, neglect or refuse for a reasonable time, after the city is so authorized to and before it shall purchase and take over said plant and property and after notice to that effect from the city to select an arbitrator, or should said Council so fail to select an arbitrator, or in case the two arbitrators chosen by the Council and Railway Company, its successors or assigns, neglect for a reasonable time after their appointment to select a third arbitrator, then and in either of said cases the Governor of the State of Oregon shall appoint three arbitrators to determine the price and valuation to be paid by the city for said plant and property, and the decision of said three arbitrators, or a majority of them, so chosen by the Governor, made in writing in duplicate and delivered to the parties as aforesaid, shall be final and binding upon the parties.

Section 13. The franchises, rights and privileges herein granted shall take effect immediately upon the valid passage of this ordinance and franchise as provided by subdivision 5 of Section 71 of the charter of the City of St. Johns, and upon the acceptance of this franchise by the Railway Company as is hereinafter provided in Section 16 hereof.

Inasmuch as the railways or street railways hereinbefore authorized to be constructed have already been constructed and are now being operated and maintained by the Railway Company, no time within which the Railway Company must begin work hereunder for the construction of the railways or street railways mentioned in Section 1 of this ordinance is provided, nor is any time provided within which such work must be completed, nor is provision made for the estimated total cost of such work to be done by the Railway Company; the Railway Company, its successors and assigns, shall begin the construction of the pole line to be constructed on Fessenden street, mentioned in Section 2 of this ordinance, within four months from and after the time this ordinance becomes a law, and shall complete the construction thereof and commence the operation thereof within one year thereafter. The estimated total cost of such construction work in connection with the pole line mentioned in Section 2 of this ordinance, is one thousand dollars ($1000.00); the estimated yearly sums of money to be expended under this franchise and ordinance is two hundred and fifty dollars ($250.00).

Section 14. All rights, privileges and franchises granted or conferred upon the Railway Company, its successors or assigns, by this ordinance shall continue, exist, and remain in force until and including the first day of June, 1935.

Section 15. The power and right at all times to reasonably regulate in the public interest the exercise of the rights and privileges granted by this franchise shall be and remain in the Council of the City of St. Johns.

Section 16. The Railway Company shall within thirty days after this ordinance shall be in force as provided by subdivision 5 of Section 71 of the present charter of the City of St. Johns, file in the office of the Recorder of said City of St. Johns an unqualified written acceptance of the same, and a failure on the part of the Railway Company to file such written acceptance within said period of time shall be deemed an abandonment and rejection of all the rights, privileges and franchises granted by this ordinance and this ordinance shall thereupon be null and void.

Passed by the council this 23rd day of August, 1910.

Approved by the mayor this 23rd day of August, 1910

J. F. HENDRICKS,
Mayor.

Attest: A. M. ESSON,
Recorder.

Published in the St. Johns Review September 2, 1910.

PROGRESS AND INDUSTRY.

In 1908, 970,168 aliens landed in the United Kingdom.

As a rule, a mile of railroad means about 370 tons of metal.

United States fishing industry employed 220,119 persons at last report.

The United States leads all others in the total number of patents issued.

The internal revenue tax on liquor in this country in 1909 netted $57,456,411.

In twenty-seven years the Kimberley diamond mines yielded $420,000,000 worth of diamonds.

The production of bituminous coal during the year 1908 declined about 16 per cent.

In New York and Jersey City there are often as many as 60,000,000 eggs in cold storage at one time.

The mineral products of the United States for 1907 and 1908 were $2,071,607,964 and $1,595,670,186, respectively.

Call "Girls!" and those of 60 look around just as quickly as those of 16.

Jacinth, the Magic Woman

By IZOLA FORRESTER

The first time Andre saw her, was one April morning up at Little River sawmill. The sound of the falls outdoors and the humming of the saw as it cut through the heart of the wood drowned her voice, and he glanced up to find her standing in the sunlight watching him with her dark eyes.

She had seemed some eerie creature of the woods that day. Her hair was short and curled roughly about her almost boyish head. A boy's cap surmounted it, and over her red calico dress, a long fringed shawl was draped fantastically, with an unconscious attempt at the picturesque.

Andre tried to place her among the various dwellers in the Little River valley, five miles below the sawmill, but he could not recall her face. He stopped the saw and stepped across the log run towards her.

"Did you want to see me?" he asked in his blunt way.

She caught her breath, staring up at him with the half-frightened curiosity of a wild animal. This new owner of the sawmill was tall and blonde. His gray flannel shirt lay open at the throat, showing the strong pulsing muscles. There was neither humor nor banter in his tone, and she took courage.

"I got hurt," she said, quite simply. "Somebody shot me." She sat down on a pile of new planks, and rolled back her sleeve. It was soaked through with blood, and Andre gave a keen exclamation as he saw the wound in the soft flesh below the shoulder.

"Where did you get that?" he demanded.

"Somebody shot me," she said again, shrugging negative shoulders. "I ran away from them, and they shot after me to make me come back. I ran all the way down the mountain there. Fix it."

Andre set his jaws firmly. He was not one to shirk duty in any form, this young evangelist of Little River. For half an hour he worked deftly over the wound, staunching it with

some cotton waste he had on hand, binding it up with strips of the fringed shawl, in lieu of anything else. And all the while the girl sat quietly as some hurt animal, mutely grateful for the kindness that hurt even while it healed.

"There," said Andre, finally, as he rose from one knee beside her. "It's a mighty good thing the bullet went through, and let the bone alone. What made you come way down here to me to get it bound up?"

"I don't know. I didn't want to go back to camp—"

"Oh, then you're from the gipsy camp?"

His tone took on fresh interest. He had heard from some of the wood cutters that a band of gipsies had passed through the valley that week, on its way north for the summer. She nodded her head, her eyes looking at his with a sidelong glance of admiration.

"I have no money," she said, softly. "I cannot pay you. But I will tell your fortune."

Andre flushed slowly, and stepped back into the cool, green gloom of the sawmill.

"Thanks," but I don't take much stock in that sort of—" He was going to say tomfoolery, but the serious look in her eyes stopped the word on his lips. "That sort of magic. I don't believe in it."

"Ah, but it's true, true as the stars, true as the life, in that wood you kill there. Come here, and let me prove to you."

She took his unwilling hand and pulled him towards her. Her bright, dark face bent over the grimy, strong young hand. And there in the old sawmill, with the glory of the spring breaking the bonds of the mountain life about them, Andre Marnier listened while the magic woman told his fortune.

"Hand says you are strong, strong in body, strong in heart, strong always. Hand says you leave all the world behind you, and follow, follow something that leads you up here. Hand says it will work its own fortune, win its own prize, hold its own forever." Her voice sank a bit lower. "Heart says when it finds its own, it will keep her, too—"

"Say, can't you tell me about the sawmill?" broke in Andre, getting interested. He rested one foot on the log she sat on, and leaned over eagerly. "I don't care so much about all that love foolishness; but I just took this sawmill as a venture, and I want to stay up here. I like it. I'm an evangelist, you know. Guess you heard me preaching Sunday night. I saw some of your folks from the camp down in the village."

"I was there. I heard you." Her great dark eyes looked reverently into his earnest young face. "I like to hear you sing! Every day," she added, naively, "every day I come up from the camp to listen to you sing while you work." She pointed over to a big spreading pine which grew on the mountain side, a stone's throw from the mill. "I hid up there and listened."

"What's your name?" he asked, a bit awkwardly, as she sat in the sunlight, dipping one hand into the sawdust that lay on the flooring, and letting it slip like gold through her fingers.

"They call me the magic woman down in the villages," she said, happily. "I tell fortunes, and sell them charms. "Don't you want a charm? I would give you one for nothing." She leaned towards him with a sudden eagerness, anxious to repay him for his kindness, but Andre flushed and turned away.

"I don't believe in that sort of stuff, I tell you. The word of God don't give any warrant for it."

"You do not know until it comes to you." She shook her head at him seriously. "They say at the camp they will kill you for preaching against them. They will raise the river in a flood!"

Andre laughed shortly. It was getting late. He had been foolish to waste time with the girl so long. "Well, they'd have a good time raising up Little River. And if they try any more shooting around they might land in jail. You can tell them for me they might land in jail."

She did not answer or say goodby, and when he had started the saw, and looked back, she was gone.

Saturday night he went down to the village of Little River, five miles down the valley, to hold meetings among the wood cutters and factory hands from the wood pulp mill. There was no church building, no tent. The evangelist stood on an overturned box or barrel, with a couple of pine torches placed in front of him, their lurid glare flashing strangely, almost wierdly on the half circle of faces beyond.

It was past midnight when Andre started for home. He was riding slowly, his face uplifted to the shifting bank of cloud that trailed across the face of the full moon. The blow struck him from behind, and he fell limply across the horse's neck without a chance to fight for his life.

As his senses returned the rushing of waters drowned every other sound. He tried to stir himself and rise, but he was helpless, bound fairly on the log run in the mill. Even as the full shock of realization burst upon his stunned senses he heard the pounding of the water, and knew the sluice gates were opened. The little wooden structure shook on its foundations, as the swirling river swept about it. A moment, and it tore itself loose, and settled back into the river.

Andre strained with all his power against the bonds that held him, as strained with his face uplifted to the glimpse of black sky, in mute appeal. Then he felt the touch of hands on his face, warm, quick hands, reaching, feeling for the ropes that held him. It was the magic woman. Deftly she cut the rope, and he was free.

"I came to warn you they would kill you tonight," she said, brokenly. "I was hiding here. They have burst the dam and the river is flooding everything.

Andre said nothing. His head still reeled from the blow, he could hardly keep his footing on the heaving flooring of the mill. One mile below were the rapids with their great sawtooth rocks jutting out of the river like fangs. It was sure death to stay in the mill and be dashed to pieces. He flung off his coat, and rolled back his sleeves. A strange exultation swept over him, as he set his jaws grimly for the tussle with death.

"You hold on to me, girl, understand," he shouted to her above the roar of the waters, as he led her to the great archway. She made no answer. As he swung her up in his arms she put her arms around his neck, and clung to him, and he took the plunge. The waters caught him hungrily, sweeping him like a big leaf along, but he struck out steadily, hardly feeling the weight over one shoulder, until he felt the shelving beach beneath his feet, and strode up to it, staggering, breathing heavily but with the body of the girl held close in his arms. And suddenly, in that hour of peril, as he stood desolate and bereft of all he owned in the world, a strange sense of kinship swept over him, kinship with the primitive life of the magic woman.

It was hard to see her face in the darkness, but he felt her breathing softly next to him, and he leaned his head down to hers and kissed her.

"Ah, don't, don't," she cried, trying to beat back his face with her two hands.

"A man may hold his own," answered Andre strongly.

"I've fought against loving you girl, and prayed against it, but when the Almighty lays in my arms like this, I ain't the man to gainsay him. We'll take up life together, side by side."

He kissed her again, kissed her lips and the little wet curls that clung about her face, then he laughed. "Say, girl, what's your name?"

"They call me Jacinth," she whispered.

Boy Runs Railroad Gates.

A ten-year-old boy operating the safety gates at the Grand avenue, Corona, crossing of the Long Island railroad, the other night, led to the discovery in his shanty of the gateman, Michael Francis, either intoxicated or overcome by the heat.

A telephone message brought Special Officer G. W. Howard of the railroad and he arrested Francis on a charge of intoxication. Before Magistrate Connolly in the Flushing police court Francis said he had drunk a little, but was affected by the heat and the magistrate suspended sentence. The name of the boy who took charge of the gates could not be learned, but it is said that he worked the levers for two hours. Express and local trains rushed by throughout his self-imposed term of duty and the boy worked the gates like a veteran.

Aged English Gardener.

Charles Pratt of Ryde, England, has just celebrated his one-hundred-and-first birthday. He was born at Hambledon, Hampshire. He is still full of bodily vigor, and at times may be seen busy with the spade in his garden. His mental faculties remain unimpaired.

WISE LITTLE WILLIE

HAD ONLY ONE REQUEST, BUT THAT WAS IMPORTANT.

Well Aware of the Privileges of Prisoners About to Be Sentenced, Culprit Established Good Hard Sense.

"It is my duty to teach you a severe lesson," said Horatio Poppenham, when Willie Poppenham got home, after playing hookey all afternoon. "Now, I want you thoroughly to understand the situation. Don't imagine that I am punishing you because it will give any satisfaction to me personally. And I want you to realize thoroughly that I am not doing this in anger. I do it simply as a duty. It is very often necessary for judges in the courts to sentence men to undergo punishment, and the sheriffs and jailers and wardens have to inflict this punishment.

"Do you suppose the judge gets any personal satisfaction out of it when he sentences a man to be hang or to undergo imprisonment? Not at all. Very often the judge's heart is almost broken because it is his duty to impose such sentences. And so it is with the men who have to inflict the punishment. They do not administer it in anger. I suppose they would in most cases prefer to let the offender go free, if they could, just as I would much prefer to let you off now, if I had only my own feelings to consult.

"But there are duties which officers of the law owe to society, and so they are compelled, when a man does wrong, to see that he is properly punished. If people could do wrong without being compelled to suffer for it many of them would be doing wrong all the time, thus not only injuring others, but also injuring themselves. It is the same in your case. If I permitted you to go unpunished I should be doing you a wrong, and I should also be wronging the rest of the family. If you were allowed to do such things as you have done, and suffer no chastisement, you would soon go from bad to worse, breaking your mother's heart, robbing me of happiness and spoiling your own chances for the future.

"You see, the family represents society, on a small scale, and the family, like society, must have its sacred laws. When these laws are broken—the laws of the family—it is just as important that the one who breaks them shall be punished as it is important that the criminal who breaks the laws which society has made for itself shall be punished. In a small way you represent the prisoner who has been found guilty by the jury, while I, occupying the position of judge, am compelled to pronounce sentence upon you, and—"

"Say, father, in court the prisoner is always asked if he has anything to say before the judge sentences him, isn't he?"

"Yes. And I am going to extend that privilege to you. What have you to say?"

"Please let mother be the sheriff."

Miraculous Surgery.

The successful "sewing up" of human hearts is getting to be something of a commonplace nowadays. A Philadelphia doctor took five stitches in a wounded heart (cut open by a dagger) and the man is said to be on the road to recovery. It was the second heart operation of this surgeon within a month or two. His previous patient got well.

There are now on record somewhere near a hundred cases of surgical operations upon the human heart, and the death rate, considering the extreme gravity of the operation, is surprisingly low. When it is remembered that the heart is practically in constant motion, that its complete stoppage means immediate death, and that the delicate surgical manipulations necessary to repairing its wounds have to be performed upon a throbbing and more or less inaccessible piece of tissue, the manual skill and coolness demanded of the heart surgeon will be better appreciated.

Scrapping Skyscrapers.

Mr. Dooley once remarked that in Chicago they were tearing down a 20-story building to make way for a modern structure. This was considered a great joke in the Dooley days, yet that is exactly what is happening today in New York. The Gillender building at Wall and Nassau streets, 20 stories high, 12 years old, steel framed and thoroughly substantial, is being torn down to make room for a "skyscraper." There is more rent to the square inch of ground, the owners figure, in a tall building than in a squatty 20-story structure. We used to let buildings stand until they showed signs of falling; now we tear them down when the profits begin to wabble.—Success Magazine.

Such Beautiful Manners.

"Did your son play football at college?"

"Mercy, no! He considered football very, very rude. Clarence has such lovely manners, you know. You should see him come into a room. He's so particular about the rules of etiquette. Yes, indeed. Why, he's got so now that he won't eat at the same table with his father."

Not an Easy Task.

"It seems to me you take a good while for lunch," said the fussy boss. "You've been gone nearly two hours, yet restaurants are as thick as fleas on a dog's back about here."

"I'm sorry, sir," replied the poorly paid employe, "but I was hunting for a place within my means."

His Role.

"See the queer man in the baggy costume."

"That, my dear, is a sailor."

"He doesn't look like the naval lieutenants I've seen in comic operas."

"Pardon me, mum," interposed the jolly tar, "but I belong to the chorus."

He Explains.

"Will you love me always?" murmured the girl.

"Certainly, if you wish it," responded the young man. "But I'll only be down here two weeks."