

TOPICS OF THE TIMES.

We may have to appoint a commission to grade and label our war heroes.

If you tell a woman she is good she may thank you. Tell her she is pretty and she will love you.

One reason why a little learning is a dangerous thing is that its possessor is likely to write a historical novel.

Tesla meanwhile does not insist that those making signals from Mars are relatives of the man in the moon.

Riding with a girl in an automobile is better than on a tandem bicycle. The latter accustoms her to talking back.

Yellow fever is not such a terrible disease, after all. Of the 1,244 cases in Havana in 1900, only 24 per cent were fatal.

If Patti gets cash for her castle some kind friend should advise her to keep her count away from the bric-a-brac stores.

Most of the people who severely criticize Mr. Cudahy for giving up \$25,000 to the kidnapers are people who have no children of their own.

Isn't it strange that all these people who knew about the salt cure never thought to mention it until the Chicago professors spoke up?

Four times as many men as women killed themselves in New York last year. Yet no suffragist can be counted upon to take this into consideration.

Alfred Austin's reasons for declining to read the remarks of his critics are not altogether unlike those of the people who prefer not to read his poems.

A Long Island dog died the other day of appendicitis. It is needless to add that the dog moved in the best canine society previous to its sad but glorious finish.

To some it will seem that the "criminal mistake" was made when the author of "Colonel Carter" proceeded to sit in judgment on the creator of "Uncle Tom."

The women in the neighborhood are always anxious to tell a bride how to manage her husband, but the men prefer to let the groom find out his troubles for himself.

Confidence men say that people who eat with their knives are the easiest victims to deal with. This is only natural, and it is more or less gratifying, too. A man who eats with his knife ought to be hit with a gold brick as often as possible.

There are more rich men in this country than in former times, and individual fortunes are relatively larger. But, as a rule, rich men are more liberal with their means than ever before in the world's history. Rich men more than ever recognize the fact that wealth is a trust and that the day of reckoning is coming.

What Booker Washington is saying to the men of his own race, another clear voice is saying to the white folks: "What the South needs is respect for work. We must put on our overalls and use our hands." There is no sectionalism in such a lesson; it is law and gospel for all latitudes and longitudes. Industrial development offers both basis and security for all higher human interests.

Among the noteworthy bequests for charitable purposes during the past year was that of a Navajo Indian, whose estate, valued at over \$20,000, was left for the establishment of a free medical dispensary, as "an aid in extinguishing cruel aboriginal superstitions in the tribe." The giver recognized the fact that, in an important sense, it is for the Indian to say what the future of the Indian shall be.

Of the 3,153 railroad locomotives manufactured in American shops last year, 505 were sent abroad. The British railroads bought more of these than any other country, Russia being a close second. There is no longer any denial of the ability of American manufacturers to turn out locomotives more cheaply and rapidly than their European competitors, though the Germans are already using American engines as models. It is not unlikely that the exportation of railroad locomotives may become an important branch of our foreign trade.

English shoe manufacturers who are beginning to suffer from American competition allege that, although the British workman's daily wages are only about half as large as those of the American operative, the "labor cost" of a pair of shoes is fully 25 per cent more in England than in the United States. Most of the responsibility for this fact is laid upon the British union of boot and shoe operatives, which, it is said, forbids its members to turn out more than a certain amount of work. Possibly this union has found the solution to the labor problem; but the manufacturers doubt it, and base their doubt upon the experience of the race—that men who are afraid of doing too much eventually find it hard to get anything to do.

The American people are unique in that they find an endless fund of humor

in their own weaknesses, and nothing has produced more smiles than the divorce court. Preachers have talked, judges have solemnly protested against the abuse of the law, Legislatures have been memorialized, but the matrimonial separator continues grinding, while all the world keeps its humorous eyes on the newspapers for "a good divorce story." One element of society believes in a universal law that would divorce people whenever they tired of the marital relation. That would remove from many divorce cases deceit, false witness and stupendous lying. It would obviate the necessity of lawyers selecting "an easy judge" to hear their doubtful cases. It would also do more to wreck homes, make the word duty meaningless and harm the children than can be estimated. It is too easy now to break the marital bond. It is a subject of congratulation that out of many thousand homes only one has any need of the divorce court.

All the money possessed by America's richest man couldn't buy him one minute's respite from sorrow. When John D. Rockefeller came face to face with the problem of Life and Death he found he was no more than a beggar. The price of a life he could not pay, and his money was a fortress which Death stormed with ease. The world knows John D. Rockefeller as a money grubber, a man who has wrung millions from the legitimate channels of trade and refused to hear the cries of the victims to his capacity for business. There is another side to his character. The love of this strong man was lavished on little John McCormick, his grandson. They were a strange pair. They played together, they watched the building of a house together, they admired the chickens and ranged the great barn on the Rockefeller estate together. The man made the boy's pleasures his own. Little John McCormick became ill and Death refused to be stayed. The business Mr. Rockefeller poured all money and hired special trains to convey doctors who could earn fortunes by saving the life of a baby. Science was invoked. Everything possible was done. "One little life for a baby for an old man's sake," was the cry. The answer that came back from the tomb was "No," and after nights of worry and days of pain there was a little white coffin and a poor old man bowed down with grief. What is the good of millions that will not buy the things that the heart values more than hope of heaven itself?

Where land is so valuable that every square inch represents a dollar or more, business blocks must go into the air instead of spreading over the ground. By the old method of building it would be hard to carry a structure higher than five or six stories, unless the walls were made as thick as a fortress. So a man with an imagination struck out a new method, embodying in steel an idea that was working a revolution in the business centers of cities. Like other wonderful developments of recent years, the skyscraper has become so common that to some it may seem commonplace. Yet George A. Fuller, the designer of it, was only forty-nine years old when he died in Chicago the other day. Indeed, it is only a few years since the improvement in elevators made it possible to rent offices ten or more stories above the street; and almost simultaneous was the decline in the price of structural steel to a point which enabled builders everywhere to gain the advantages offered by the steel-frame construction. Chief of these is the fact that a sky-scraper may be carried to almost any altitude, like the St. Paul building in New York, which is twenty-six stories high and rises more than three hundred feet above the street level. Such a building yields an enormous rental. There are no massive walls to reduce the rentable space. Tenants willingly pay high rates for the light and airy offices. The structure shelters as many persons as a whole township, and it provides facilities and conveniences few towns could afford. Whether the steel skeletons will ultimately corrode and crumble, time will tell. At present we know the skyscrapers are practically fire-proof, and seem beyond the power of any recognized agency of destruction. If it shall prove that the designer of them did not build for the twenty-first century, it must at least be admitted that he served his own generation well.

The Matter of Jolts. The Massachusetts Supreme Court has decided that street car jolts do not prove contributory negligence on the part of the motorman. This seems to leave the field wide open for the jolters. The motorman if of a revengeful or playful disposition can jolt the worse socks off his uncomplaining load—for what's the good of complaining in the face of the Massachusetts precedent? Some time ago a passenger on the Wade Park line happened to let his gaze wander to the heaving floor of the car. "Sir," he said between jolts to the man opposite him, "your false teeth appear to have been jolted out of your mouth and onto the floor of the car." "Sir," said the unfortunate passenger as he took a fresh grip on the edge of the seat, "I am well aware of the unpleasant fact. Don't you see that I am sitting here waiting for that brute of a motorman to jolt 'em back again?" As they say in the higher institutes of learning, "Woul'dn't that jolt you?"—Cleveland Plain Dealer.

Golf and Chess. Fozzle—I suppose you are willing to admit that golf is an intellectual pastime? Buuker—Yes, in about the same sense that chess is an athletic game.—Boston Transcript.

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