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PAPERS BY THE PEOPLE

MARRIED MEN ARE PREFERRED.



By Charles M. Schwab.
All things being equal, the married man is a better employe than the single man. I give him the preference always. The great majority of employes do.
The responsibilities of the married man—his wife, children, home—strengthen his character, steady him, make him more anxious to succeed, urge him in his ambitions. He works for the happiness of his wife and little children. The thought of them lightens his labor and makes him cheerful at his task.
Now I know all this because I am a married man myself. I know that when I married—and on a very small salary, too—I realized at once my new responsibilities and these made me more determined than ever to succeed. I knew that as a single man failure would have effected myself alone. Now there was the comfort and well being of another to provide for. Every married man of character feels the same way. Employers as a class know this. "Married?" they say to an applicant for a position. "Children?" they ask. And straightway they give that job to the wife and babies.

So that marriage is a good investment. It does more than improve the man himself, it acts as a letter of recommendation.
Marry just as soon as you can, young man—when you are certain of your ability to support your wife—and take my word for it, you will not regret the step. You will be amazed how your wife will aid you in all your efforts. All this, of course, presupposes that you marry a sensible woman, one who will help you to achieve your ambitions. In this class are not included social butterflies. I should hesitate to recommend an investment of the latter characters.

CUBA CAN GOVERN HERSELF.

By Tomas Estrada Palma.
We propose to show to the world that Cuba, under the guidance of the United States, can govern herself. I will guarantee that the people of Cuba will constitute a government free and independent. But, with all, the ties of love and liberty and thankfulness will ever bind us to the people of this country.
The Cubans will forget all past differences, and they will pull together in the future. The people who have said this

WESTMINSTER ABBEY.

National Church and National Mausoleum of Great Britain.
Westminster Abbey, the national church of England, wherein Edward VII. would have been crowned King of England had not his untimely illness made necessary the postponement of that event, is perhaps the most interesting sacred edifice of the world. The architecture, the historical associations and the monuments of this remarkable structure have formed themes for discussions and writings through a succession of ages.
At an ancient period, long before any part of the present building was in ex-



FAMOUS WESTMINSTER ABBEY.

istence, the site was occupied by a small Saxon church, built by a monastic body of the Benedictine order, who named the place Western Monastery, or Westminster, probably to distinguish it from St. Paul's in London, which was called East Minster.

The beginning of the present edifice was a church built in the form of a crucifix by Edward the Confessor and consecrated in 1065, exceeding in magnificence any sacred building at that time in England. Since that time the various rulers of England have made changes in the architecture of the edifice to suit their own tastes, but the original general plan still dominates. The length of the whole is 511 feet, the greatest width 203 feet and the height of the roof 102 feet.

Westminster has ever been the place where the sovereigns of England have been crowned, and therefore the grandest pageants of the kingdom have been exhibited before multitudes of spectators within these time-honored walls. The funerals of Kings and Queens have



Cubans are not capable of governing themselves do not know the latter day blood that flows in the veins of the Spanish. Patriotism and love of country always will prevail among the Cubans in their effort to make their country great. We will do our best to advance the cause of civilization, and we shall of course look to this country for both moral and practical support if it is necessary.

ELECTION OF SENATORS.

By Senator William E. Mason.
I am opposed to the election of United States Senators by the Legislatures of the several States, and am of the opinion that some legislation looking to their election by the vote of the people should be enacted by Congress.
I am anxious to see the resolution introduced in the Senate, to submit to the people the idea of electing United States Senators by popular vote, receive favorable action. In my opinion, the members of the United States Senate should be elected by direct popular vote, the same as the members of the House of Representatives.

COUNTRY NEEDS IMPROVED ROADS.

By Thomas G. G.
"How shall we get where we want to go through this mud?" enquires the attention of a large portion of the population of the United States. Even in the longest settled portions of our country, where one would suppose time, population and wealth has given opportunity to establish proper foundation for comfortable locomotion for the wet as well as the dry season, we find the condition nearly as deplorable as in the more recently settled areas.
Why is it that with fine farms, with substantial buildings for man and beast, with railroad lines cutting the country in every direction, and with billions added each year to the permanent wealth of the country, there is so little in the permanent improvement of our roads? Under the system prevalent the citizens of many districts spend their time and occasionally some misdirected energy on the roads, when they run out of a job at home, regardless of the voice of the "road" to "come and mend me and I will

be your benefactor." The ordinary individual would much rather make two dollars to jingle in his pocket or add to the value of his private wealth than to make \$10 in public improvements, even for his own benefit, so he seeks every advantage to make dollars for himself and rarely hunts work for the public, and his neighbor, the supervisor in the circumscribed road district, often disregarding his official duty, fails to call out his men at the proper time, and when called out fails to work them in the proper manner, and we call this a road system and how because we have poor roads.

This country is much too enlightened and wealthy forever to be subject to a halt of its traffic during prolonged humid conditions, and we must soon make a start for permanent roads. How? By the inauguration of a road system by the government of the United States and the yearly appropriation of not less than \$50,000,000, this money to go to localities which would supplement it with an equal amount, the whole to be spent under the direction of government engineers.

Where could money be spent to better advantage? Not on questionable improvements on rivers and creeks, nor in building superfluous vessels for our navy that will be old junk in a few years. An army of men could be permanently employed on roads and the whole country permanently benefited. Think of it! A single battleship costs as much as the building of a thousand miles of permanent road, and we have a sufficiency of the former and there can be no debate about the need of the latter. Such a policy could be entirely free from politics.
Then the great capitalists like Carnegie, who has so liberally and intelligently given to the cause of education, would give other millions to lift the bodies of the public out of the mire, as they have given millions to emancipate their minds. What a monument to a man's generosity and sagacity would be a stretch of permanent highway built by his fiat.

RURAL FREE DELIVERY.

By Lemuel P. Padgett, N. C.
The benefits of the establishment of rural free delivery in any section of the country are manifold. In addition to the convenience of country people personally in having their mail delivered to them, I regard it as a great educational factor. It not only enlarges and expands the mail facilities, but marks the development and evolution of newspaper and magazine reading wherever it is established.
It also stimulates an interest in better roads and encourages better public roads. It also enhances the value of property in the rural districts, and promotes happiness among the country people in their satisfaction with their surroundings.
Eventually I believe that the rural free delivery will discourage the tendency to congregate in towns and cities and will encourage contentment with rural life. It is also one of the evidences of our advancing civilization, and marks the progress of the country in social life.

"Mr. Cramp, in what school of naval architecture were you educated?"

"Your majesty," I answered, "I was educated in my father's yards. He was educated in his father's yards. He founded a school of naval architecture."
"What put that into my head I will never know," continued Mr. Cramp, according to the New York Times, "but it took the trick. The Czar caught me by the hand and said: 'Mr. Cramp, you were educated in the school that I am glad to have build ships for my navy.'"

The Bravery of Moody.

The honorable William H. Moody, of Massachusetts, who steps from Congress to the post of Secretary of the Navy, has won an amiable reputation as a man of solidity of character.
On one occasion when an opponent protested that he had been done an injustice, Mr. Moody with quick courtesy instructed the stenographers to furnish an abstract of the speech to the protesting member, so that the latter might have opportunity to mark for expurgation any objectionable paragraphs.
When a colleague at one time doubted whether Mr. Moody's constituents would indorse a measure he was supporting, he replied:
"I was not sent here to shake and shiver like a dry leaf in a November gale whenever a protest came from home, but to exercise my intelligence and to vote for measures according to how, in my best judgment, they would benefit or injure the people."—Philadelphia Post.

Carried It One Step Farther.

Tommy was given a new diary, and encouraged to set down each day's doings. He was very proud of it, says the Detroit Free Press, and determined to keep it faithfully.
The first day he wrote: "Got up at 7," and then continued to record incidents of the day. At his father's suggestion, he took it to his teacher for approval.
She did not like the phrase "got up at 7." "Don't say 'got up,' Tommy," she said. "The sun doesn't get up; it rises."
When he retired that night Tommy remembered his lesson, and wrote carefully in his diary, "Set at 8."

Why Jason Was Late for School.

School teachers get some curious written excuses for absence. Here is one:
"Mister sir, my Jason had to be late to-day. It is his business to milk our cow. She kicked Jason in the back today when he wasn't looking or thinking of her actin' so; he thot his back was broke, but it ain't. But it is black and blue, and the pane kept him late. We would get rid of that cow if we could. This is the fourth time she kicked Jason, but never kicked him late before. So excuse him for me."

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