

of government are vastly extended public servants share the luxurious ideas of the times; state and local governments must have money in great sums for objects formerly not dreamed

3 job at the City Hall or the Courthouse, and he can't find any more work. He can't afford to work for it? If he can't find any more in business, why doesn't he do it? Where is the mysterious power that compels these poor wretches to work for \$100 a month, for example, when vacancies in commercial life are yawning for them at \$150?

No, that is all a fallacy.

The strenuous life undertaken by these amiable and accomplished public servants to get into office is abundant evidence that they earn more there, directly or indirectly, than they can earn outside. Suppose one of these overworked and overpaid gentlemen were to resign. Wouldn't the public, the eager claimants for his place? Wouldn't every man of political influence in town be importuned to "go down the line" for several persistent applicants?

Certainly, yes. Then why should the salaries be raised? Oh, but the cost of living has increased, and the cost of living is not the question. The question is whether the work done is commensurate with the pay, and the only test of this is the volume of supply answering the demand. Nor does it appear that these

of trains from one end of the line to the other, all crowded to their limit. That disaster is so infrequent under these conditions, is a great wonder.

Safety demands reduction of the speed of the fast trains or increase of the number of tracks for their use. If there is to be further increase of traffic, The Pennsylvania is adding two more tracks to its New York City terminal, and New York and Chicago, and yet deems it wise to discontinue its twenty-hour train for the good of the other business of the road. The New York Central, having an equal number of tracks, is not to hold a fast train.

It may be assumed that conditions there are such as to hold the hazard at a low point. The tunnel accident of that road must have taught it the evil of overpressure. The Pennsylvania, however, to see the railroad willing to sacrifice their showy advertising for the benefit of the more substantial business and

every nerve to outdo some one else in more imposing appearance. He builds his house, not for comfort but for show, and he has more costly and more imposing appearance than his neighbor. Dress, furnishing, equipages, style of living or giving of entertainments are all based upon the will to attract other people rather than what will gratify one's own personal tastes. If we would have a more real foundation for our prosperity as a Nation we need to seek greater simplicity in our lives.

Harrison's Hard-Hearted Creditor.
Kansas City Journal.
Carter Harrison says he owes it to himself to run again for Mayor of Chicago. As the creditor of the city he would be obliged to Mr. Harrison feels that there is nothing to do but settle the score.

no collision. The second man would not have permitted the train to run past the

criminals; if he denounces it he gives it the jolliest kind of advertising.

the breakfast food habit?" On being answered in the negative, he turned on his heel, opened the door again, and fled shrieking maniacally into the darkness.—Chicago Tribune.