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BUILD THE PORTAGE ROAD.

THE JOURNAL wishes to sound a note of warning to those interested in the successful completion of the portage railway at The Dalles. From various quarters come rumors of the work of some fine Italian hand. In one quarter it is suggested that it will only affect the rates along the Columbia River and that the interior will receive no benefits. From another, that Washington and Idaho are not doing their share. From another that personal subscriptions should not be asked anyway, and from still another that the canal will be built anyhow and therefore it is useless to do anything on the portage railway.

With all the earnestness at our command we warn the people of this state against the insidious methods being employed and the gum shoe campaign being waged against this great and necessary work. The work being done is so clearly that of agents of those bitterly opposed to the portage scheme—in fact is so plain that no one need be deceived by it. If the portage railway will not produce the results claimed for it by its supporters, why this never ending warfare against it?

It will, when in operation, reduce rates, not only along the river, but to every interior point. How can any railroad reduce rates, say to Arlington, without a corresponding reduction to Condon or to Umatilla with such reduction to Pendleton? Such a procedure would arouse an antagonism and resentment, that not even the greatest of corporations could stand before the storm. Again this portage road would lead to the building of roads to the interior. In what other way could the railroad control the traffic? If it permits the freight to be hauled to the river, the boats would get their share. If it builds to the farm it would probably get the haul.

The Journal believes this road should have been in operation long ago, but the only successful method of building such a road is to build it. The Open-River association has been doing a great work, and its hands should be upheld by everyone. It should be aided, not thwarted, in its efforts. We speak of this now as the nearer the end approaches the more determined and dangerous, though secret, will be the opposition.

Attempts will be made to divide the people on geographical lines, on adverse interests and in all the devious ways known to the class of "diplomats" who are hired to defeat measures such as this. There is much to do in this state to properly open it up, but only one thing can be done at a time. Let the portage railway be successfully inaugurated and there will be more heart to take up the next project. Let all stand together, and the result is certain.

THE RAILROADS AND THE PEOPLE.

EVERY IMPARTIAL OBSERVER of the transportation question feels that the day is close at hand when the question of government supervision or ownership will be a most troublesome one and to the thoughtful man the outlook is not reassuring. For this condition there is no one to blame but the railroad operators. Recognizing this, feeling there appears from time to time in newspapers either controlled by or closely affiliated with the railroad interests, inspired editorials pointing out the barren results flowing from the appointment of railroad commissions or other methods of control or regulation and the disastrous consequences that always come from what is commonly termed railroad legislation.

In the past there has been some foundation for the argument that natural competition would solve these intricate problems. This argument can no longer be advanced, however, for competition has now virtually ceased and combinations rule the roost. In the early history of railroad development managers operated on the basis that the ownership being in private hands, the rates, rates and regulations were such as they chose to fix and establish regardless of the interests of the public. The thought that the state or national government could exercise any control was not given a moment's consideration. The result, as every one conversant with the situation knows, was the development of the rebate system, the farming out of special privileges, building up one town and tearing down another, favoring this shipper and blacklisting that, until the whole system became intolerable. This in turn gave rise to a counter movement, the so-called "granger" legislation, which firmly imbedded in the law the principles governing common carriers and placed beyond question the right of state and nation to legislate upon rates and to more clearly and sharply define the duties and obligations of such carriers.

There has never been a time, however, when the railroads have frankly accepted the law and honestly acted under it. The prerogatives so highly prized, the arbitrary powers so freely exercised, were not to be lightly surrendered. The consequence has been that at all times and everywhere complaints against rates favoritism and violated laws have been freely and frequently made. These complaints have not come from shorehands, Populists or chronic kickers, but on investigation have been found valid and justified and adjudged to be the facts by the highest courts in the land. Practically every report of the interstate commerce commission bristles with accusations of deliberate law breaking and evasion of the law and duties as common carriers. If these conditions existed and were flagrant when there were many competing railroads, what will be the results under the monopolistic conditions now existing? Where are the people now to look for relief? Who is strong enough to check and curb the power of these mighty corporations? That they need not be curbed is to assume that they will not use this power, that it will not grow and expand with its use, a conclusion totally at variance with all human experience.

In this state as in many others every transportation line is owned or controlled by one interest which is locally represented by employes. The roads are operated and the country developed not in relation to local conditions, but as part of a great system of which that located in any one state is but a small part of the whole. In building new lines the railroad operator will look at that from the "long haul" standpoint and not from the standpoint of the local or state interests involved. Lines will be built not as the country requires them, but when it suits the head of the system. No other railroad can be built into certain territory because it is already pre-empted by the system which occupies it, either by virtue of agreement or the strong arm of consolidation. Virtually, therefore, the country is at the mercy of the railroads which already enjoy powers and immunities which the people would not willingly concede to the most beneficent autocrat.

Thinking men see this and are giving the gravest thought to a remedy. What is feared by many is an irresistible demand for government ownership, and there are those who believe that this condition is what the great railroad magnates are really seeking to bring

about with the purpose of selling to the government at greatly inflated prices and retiring with strong boxes filled to overflowing with government securities. The average business man does not favor this plan, but it is recognized on all sides that something must be done and that soon. The people will not always permit their plan for relief to be balked, the development of the country retarded and its growth checked by interests foreign to their own and which they can measurably control. It is an undisputed fact that every line of hostile legislation has been provoked by the action of the railroads themselves. The people have never taken the initiative. It is a far cry from the unrestrained control of railroads 30 years ago to the Northern Securities decision of last year. Mentime in this direction, as well as others, the people are keeping step with the progress of events, and those who fear government ownership would do well to look for other solutions of this great problem. The people are not taking as decrees from heaven editorials in any newspaper. They are thinking for themselves because these conditions are being brought each day closer to their own doors, so to speak, and many of those most interested, in a material sense, in the outcome, have little appreciation either of the depth or extent of public feeling on this subject. Like all other great questions it will never be settled until it is settled right. The tendency in recent years has all been in the one direction. As the conditions grow more acute the popular movement will grow swifter and swifter in its action, perhaps more radical in its tone. On the whole it seems to us wiser to conciliate and frankly concede what is justly due the public, rather than to fly in its face and invite reprisals.

A TEXT FROM SAINT PAUL.

ALL RELIGIOUS EXPLORERS and teachers agree that Saint Paul, whose writings and preaching fill so large a part of the New Testament, was the greatest preacher and teacher of the early church. He was evidently a man of great and well cultivated brain. Though an enthusiast, he was extremely practical; though intensely earnest in a cause that he espoused, he was always firm-footed and logical. In these days he would have made a great lawyer as well as a great preacher. After his sudden and as he believed miraculous conversion while on his way to Damascus to continue his work of the persecution of Christians, he became as zealous an advocate of Christianity as he had been its enemy. Everybody always knew where he stood. There was no middle ground or straddling for him. His defense of himself before Felix, before Festus, and at last before King Agrippa, we may well believe from the summary of it reported, was a masterly one; it was so much so that Agrippa said at its close: "Almost thou persuadest me to be a Christian." But it was years before this, in the earlier portion of the period of the persecutions of Paul that he uttered the text that we had in mind in this alluding to him. He said on that occasion, when he had been accused of various indefinite crimes and misdemeanors:

"I am a man which am a Jew of Tarsus, a city in Cilicia, a citizen of no mean city, and I beseech thee suffer me to speak unto the people."

And speak he did; Paul knew that if he could get the people's ears he could make an impression. Afterward, it will be remembered, he refused to go from Caesarea to Jerusalem to be tried, but stood on his rights as a Roman citizen, and appealed unto Caesar himself.

Paul was undoubtedly one of the world's great figures, and he never forgot that he was not only a Roman citizen, who could not be condemned without being informed of the accusation against him and given a chance to defend himself, but he also remembered not only his race and his religion, but that he was "a citizen of no mean city."

This is a good text for every citizen of Portland, whether traveling abroad or staying at home, to remember, and to think over, and to help in all convenient ways, at least to make true: "I am a citizen of no mean city."

Somehow one, it seems to us, can and should take a proper pride in this. A city, like an individual, though perhaps not in so distinguishable and definable a way, not in such exact features or characteristics, has its peculiar character, made in part by its physical environment, but chiefly by the character, sentiments, energies, efforts, ideas and aspirations and degree of fraternity of the bulk of its citizens.

Size is not all, though that counts for much, in the world's eye, especially at a distance; we should therefore work in all ways for a greater population. Commerce is not all, though important, and every possible effort should be made to increase foreign commerce and domestic trade. Great fine buildings are not all, though they are indica that are eloquent evidence. Education, the arts, science, religion, ethics and aesthetics must have a prominent place, ere we can stand up and proudly boast: "I am a citizen of no mean city."

We do not know how large or good a city Tarsus was at that time; we have no record to show just what of good and greatness, or of littleness and evil, were there; some of both, no doubt; but Paul had been a traveler; he was a scholar; and somehow we have always had an idea that from his remark Tarsus must have been an exceptionally good town, else he would not have alluded to it in this way.

The moral of this little sermon is plain: Let us have here "no mean city," in any respect. Make it not only a great city in population, in commerce and trade, in manufactures, in business of all kinds, but a great notable city in point of cleanliness and beauty, and moral, in point of good government, in point of progress toward ideal municipal conditions.

Make Portland such a place that the children of this generation, when they have grown up and travel abroad, in eastern cities, in Europe or Asia or South America, or wherever, can truly and proudly say, and mean it in every sense, as did Paul of Tarsus: "I am a citizen of no mean city."

MISS JOHNSON'S SHORT HISTORY.

A LONG-EXISTING popular demand for a brief, comprehensive history of Oregon, suitable for use in the upper grades of the public schools of the state, was urgently voiced by some of our leading educators at the annual meeting of the State Teachers' association held in Portland last June. The sentiment of the teachers favoring the introduction into the schools of the study of Oregon history took tangible form at that time in the adoption of formal resolutions setting forth the desirability of every pupil in the public schools of the state becoming familiar with the leading facts of the state's history, and more particularly the achievement of Captains Lewis and Clark, and respectfully asking the state textbook commission to select a book adapted for such study.

In this connection the lack of a history suitable for the purpose was a most regrettable fact, for it was and is urgently desirable, or rather necessary, that it be made known now, through the public schools, what the Lewis and Clark expedition commemorates, and what relation it has to the development of the state, and what relation it has to the development of the Pacific coast. Unfortunately this lack no longer exists, for we have now, just from the press of McClurg & Co., of Chicago, "A Short History of Oregon," compiled by Sidona V. John-

son of this city, which has everything to commend it to the educator for school use, as well as to the general reader desirous of being well informed concerning Oregon's most interesting beginning and early history.

The critic will look in vain for historical errors, literary crudities, or the citation of unimportant and insignificant facts which constitute the greater part of voluminous history. Continuity without verbosity, conciseness without curtness, and clarity with accuracy characterize this most acceptable history of our state, which has already won the scholarly approval of Dr. Joseph R. Wilson, who has decided to use it as a text book in the Portland academy.

The last school year preceding the opening of the Lewis and Clark exposition is fast slipping by, and if the young people of the state are to have an opportunity to study Oregon history and become clearly and intelligently conversant with the historical significance of our forthcoming exposition before the people of Portland are called upon to welcome the many visitors attracted hither by our celebration of the centennial anniversary of western exploration, no time should be lost by public school officials in emulating the alert and appreciative action of Dr. Wilson.

DIED OF HEART FAILURE.

A DISPATCH Wednesday announced the sudden death in Alaska, of heart disease, of Ex-Judge and Ex-Mayor Thomas L. Humes of Seattle. Once a prominent lawyer, for a while a judge, and three times mayor of Seattle, he went in his old age to Alaska, broken in fortune though apparently not in spirit, to gain another fortune. Only a few days before his death he suffered a heavy loss, for one in his circumstances, by fire, but procured another outfit and recommenced the fight. But suddenly, without warning, he fell dead of "heart failure."

Perhaps, as neatly as a grizzled and battle-scarred man may, he died of a broken heart. Not, we may believe, on account of political disappointment, or even the loss of a fortune; not, perhaps, because he had maintained a wide-open policy as mayor of Seattle, to its unenviable notoriety—he always plainly announced his policy beforehand; but more likely on account of his sons. They, it may well be believed, brought down his gray hairs not only suddenly, but in sorrow to the grave.

Humes' policy as mayor was wrong, we think, but he was a true man; he did just what he said beforehand he would do. He was a man of a big, warm heart, that felt kindly toward all the world, and loved his own offspring not wisely, but too well.

While mayor and ex-officio head of the police department of Seattle, two of his sons, who had given him much trouble before, were caught in a serious crime, punishment for which they might have evaded, if he had said the word, but he would not. It was

Hypnotism and Bad Children

IN a paper read before the convention of Mothers' clubs at Sandy Hill, N. Y., Dr. John Quakenbush of New York, said: "Children, as a rule, are more impressionable than adults, and the fulfillment of suggestions given to them is more pronounced and more permanent. Here the result of suggestion amounts practically to regeneration, moral perversion not having become fixed by the indulgence of years."

"In the training of children tactical suggestion has power to exalt both the intellectual and ethico-spiritual nature. Differences in the moral education of the child will be obliterated; and the fundamental endowments of that finer spiritual organ in which under God we have our highest being—endowments conferred by Deity on all human souls with our favor and without stint—dominate the intellectual life."

"The Divine image is supreme in the child, and creative communication on the highest planes becomes possible. The principles of science, of language, of music, of art, are quickly appropriated and permanently retained for post-hypnotic exercise. Confidence in talent is acquired, and embarrassment, confusion, admission of inferiority are banished from the objective life—by placing the superior self in contact with the child's mind."

"Many children are contrary, disobedient, lacking in reverence for superiors, troublesome or destructive to an extreme. They are abnormally ungovernable. Kindness, persuasion, and measures, the line upon line, precept upon precept treatment are inefficient. Corporal punishment is equally impotent to accomplish reform. They are helplessly inclined to wickedness because they have come into the world under the spell of some hereditary impulse which compels acts for which they are not responsible. In some instances the most extensive medical, hygienic, and surgical treatment is of no avail. These subjects, born with brains perhaps capable of education, physically are without stigma, lack absolutely the will-power to resist temptation. Nor can the habit of inhaling the volatile poisons of tobacco in the form of smoke, whereby they are brought into immediate contact with many hundred square feet of absorbing lung tissue, be creating degenerate changes in the system, especially the brain cells, that moral inclination cannot be expressed. It is destroying your memory and disqualifying you for occupation. You do not need the cigarette. You do not want it, and you are not to be troubled with the risk of the dyspepsia, nervous depression, irregular heart action, bronchial irritation, eye defect and premature paralysis which are the legitimate results of excessive inhalation. You will not accept the intellectual torpor and moral destination that wait upon this practice. You are done with the cigarette and all that it stands for forever. The craving for it is killed in your nature by the force of your own desire. The odor of tobacco smoke is henceforth nauseating to you; the attempt to inhale it will strangle you. You will not miss it, nor will you be troubled with an attendant upon its discontinuation. You are free."

"The earnest application of suggestions like these will effect an immediate cure. Kleptomania will yield as readily, and perverities that are as objectively unmanageable by child or youth as an epileptic attack."

"In the hands of wise persons suggestion may further be made a most valuable accessory objective ethico-spiritual in our reformatories, and if the authorities in charge of institutions where the friendless young are cared for would encourage as a part of the moral curriculum the practice of hypnotism in such cases, there is no question that in a few generations, through the transmission of automatic impulses to right doing, crime would be perceptibly lessened."

Woodburn Independent, Portland, O., Sept. 20, 1909.

a hard struggle in that father's big heart when these wayward youths' mother and sister plead with him with entreaties and tears to give them, but the official conqueror the father, and with a hero's courage he said, as he wept with wife and daughter: "It is impossible. I love them as you do, but this is not their first offense, and as mayor of this city I must do my duty."

He did his duty. He saw therefore his sons publicly and perpetually disgraced, and every day beheld a grief-stricken wife and daughter who possibly, in looks at least, reproached the father more than they admired the officer. So he went up north, with his white hair and troubled mind, to struggle life anew. But the struggle was too much.

"Heart failure" Yes, and no wonder.

There is a large lesson here; aye, two; one for children, one for parents. These lessons lie on the surface; one may read them as he runs. Boys, it is not only yourselves you ruin when you start out on a criminal or vicious career; you break your fathers' and mothers' hearts. Parents, beware of your boys—and girls, too; too much indulgence may work their ruin, and your deep and agonizing sorrow and shame.

"Heart failure"; how many mental and moral as well as physical diseases are covered up in this term!

THE TANNER CREEK SEWER.

ENOUGH has already developed to warrant the property owners in declining to pay a single dollar until the mystery of the Tanner creek sewer is cleared up and it has been made plain that there is no class of work that should be more thoroughly done or more rigidly inspected than work of this sort. The consequence of accidents, whether arising from causes over which there is no control or because of defect in the work itself, was very clearly demonstrated in this sewer last spring when the overflow did so much damage. After having paid the money for a good job and after having made a very liberal allowance for extras not originally contemplated or provided for, it is only reasonable and right to demand that the work in every respect come up to the specifications.

Notwithstanding the reiterated statements of the city engineer that the job was in every respect fully up to the demands of the contract enough is now suspected by the general public and actually known to those who have made an official investigation to realize that it has fallen short, perhaps grievously short, of what the contract called for. Neither is it unwarranted to assert that the experienced public is disinclined to accept without question any statement which the city engineer will hereafter make.

Besides this, those guilty of practicing imposition on the public, those who passed work which was not up to the standard, must be held accountable for their dereliction and punished accordingly.

Zangwill Is to Plead for a Zion

ISAEL ZANGWILL has reached New York. Said he: "I am to plead for Zion, a new nation of the Jews. They are discriminated among other nations and are not happy."

"We thought that they were happy here," he was told.

"They need a new nation, formed of themselves," he said. "Do you want the 6,000,000 Jews that are to quit Russia since Russia is good enough to consent to let them go? We think you have not room for them, since we have warned that to send them here would be to awaken anti-Semitism in this country."

"Can you believe that anti-Semitism may become a rage here?" he was asked.

"Certainly," he replied. "Anti-Semitism is race-hatred. It seems natural that it should be here. The Jew is a foreigner. America does not know race-hatred," he was told. "German, Swede, Italian, are assimilated here easily. They are not persecuted. Why should you fear for the Jew? He is not a foreigner. He is a citizen."

"Because they have not, like the others," he replied, "governments to back them. We want to establish such a government. England offers to the Jews 400 square miles in British East Africa. The territory is not excellent. The Jews are wild animals. But we must not expect too much."

"The territory is to be surveyed carefully. Commissioners of the Zionists in all parts of the world are gathering. They will report soon. The Jews have to be routed everywhere to appreciate that. We do not want money so much as public interest in the scheme."

"It is an inevitable scheme. The 6,000,000 Jews that are to quit Russia could not comply with your immigration laws, even if they were not warned that it would be dangerous for them to come to the U. S. They are poor. They are unskilled. I fear."

"Many are fighting in the Russian army. I do not know if they are fighting willingly. They are fair soldiers. I do not have to talk about the good qualities of the Jews. Good or bad, the Jews have to make a government for themselves somewhere. I am sure that the Zionists movement is not well understood in this country."

"It is not to send the Jews back to Palestine. Palestine is barred to them. And isn't their country more particularly than Egypt. Zionism is only to find a habitation somewhere for the Jewish people."

"You know that its power came of its defeat," he was told. "Thus destroyed Jerusalem to destroy the Jewish people, and is sent around the world, teaching everywhere the idea of justice that had not gone into the world."

"Yes, I know," replied Zangwill, "and nations learned so badly the Jewish idea of justice that we have seen Kishineff. The same way that it was necessary to form a government which shall be strong in the same way as the forces of nature. The world is not to be humbled and the persecuted."

Mr. Zangwill and his wife are to be the guests here of Daniel Guggenheim.

"Why the Eyes Tired." One makes a great mistake by saying that the eyes are tired and that the retina or seeing portion of the eye is fatigued. This is not the case. For the retina never gets tired. The fatigue is in the inner and other muscles attached to the eyeball and the muscles of accommodation which surround the lens of the eye. A near object has to be brought into focus at this muscle relaxes and allows the lens to thicken, increasing its refractive power. The inner and outer muscles are used in covering the eye on the object to be looked at. The inner one being especially used when a near object is looked at. It is in the three muscles mentioned that the fatigue is felt, and relief is secured temporarily by closing the eyes or gazing at far distant objects. The usual indication of strain is redness of the rim of the eye, blepharitis, a congested state of the inner surface, accompanied by some pain. Sometimes this weariness indicates the need of a new pair of glasses. The person, and in other cases the true remedy is to rub the eyes and its surroundings as far as may be with the hand wet in cold water.

Is the Modern Battleship Doomed

(Copyright, 1904, by W. B. Howarth.)

IT is interesting to see the different conclusions which naval experts have arrived at after having studied the modern battleships of the Russo-Japanese war. Many naval officers, especially in France, make the statement, as does M. Alfred Dugas in the *Revue Marine*, that the heavy armor does not make the battleships against the projectiles fired by heavy guns, and think that in future wars the torpedo will largely take the place of the heavy armor.

The naval officers who make these statements do not seem to see that they are contradicting themselves.

If the armor of the modern battleship does not prevent it against heavy shells it would evidently be foolish to give up using these effective projectiles and replace them by torpedoes, which can only be used in comparatively close quarters.

If France and Germany had the plan of M. Alfred Dugas and other officers of the so-called younger school and try to meet a squadron of heavily-armed battleships with lightly armored or unarmored vessels, the result would be that the "ultra-modern" vessels would be sunk by the battleships while still so far away that they would never have a chance of firing a single torpedo.

The naval engagements fought outside Port Arthur prove this beyond any doubt. The heavily-armed parts of the vessels have so far as known not been damaged at all, and only the exposed and lightly armored parts have been injured, and the torpedoes used to draw the attention of the battleships of the future must be heavily armored everywhere, even if this has to be done at the expense of their large guns, and that their range must be greater than now, so as not to offer too large a target.

In the last naval engagement at Port Arthur the Russian squadron was by no means defeated. On the contrary, it was the Russian chief who lost his head, and that he was court-martialed for this was only simple justice.

Furthermore it is evident that the Russian naval officers were so poorly schooled that they fell far below the average. When the French naval officers say that the war has proved that the Russian navy was not so inferior as they had supposed, it is not surprising to find that it has shown exactly the opposite.

The Japanese are masters of the Yellow Sea only because of their battleships, and the only Russian ship which might have been dangerous to them are the light cruisers at Port Arthur. The activity of the Vladivostok cruisers was only made possible because the Japanese navy was not strong enough to blockade the two ports at the same time, and because the Japanese admiral recognized that it was far more important to put the battleships at Port Arthur out of action than to destroy the cruisers at Vladivostok.

It is an erroneous mistake to think that swift and maneuverable cruisers are able to rule the sea, because they are able to run away from the heavier battleships. If these lighter vessels could carry an inexhaustible supply of coal, and if they were more active than they are as destroyers, they might be of great use in some stations where they may find their own side.

As I said before the cruisers of the Vladivostok squadron would have been useless enough to blockade both ports at the same time.

It is also said that battleships are powerless against land fortifications and that this fact is a serious drawback to their usefulness. The truth is that the battleships have not been able to silence the Russian forts at Port Arthur, but it must be remembered that there are few forts in the world as strong as those which surround Port Arthur, which is in every respect an ideal naval station which would be of enormous importance to a power which possessed a large squadron of battleships commanded by first-rate officers.

Under ordinary circumstances not even the strongest forts will be able to prevent a blockade, as the enemy's ships to establish this do not have to approach within the range of the guns of the forts.

A blockade can only be prevented by a strong navy of battleships, which can keep the enemy away and leave the way open for commercial vessels. For a ship to be in the sea for years to come the only true foundation for a strong navy, while cruisers and torpedo boats are of comparatively minor importance, and the power which ceases to build battleships will in time be sadly regretted this very serious mistake.

COAT OF ARMED IN ENGLAND.

From Harper's Magazine.

Most of the houses on and near the Lea are larger than the worst of American houses, and the arrangement much more agreeable and sensible than that of our average houses; the hallway opens from a handsome vestibule, and the stairs ascend from the rear of the hall, and turn squarely as they mount high way up. But let us not the intending critic suppose that their rents are low; for the rates and taxes, which the tenant always pays in England, the rents are fully up to those in towns of corresponding size with us. Provisions are even higher in the ordinary market, especially in the westward, and I doubt if people live as cheaply in Foston as they do in Springfield, Mass., or in Buffalo.

For the same money, though, they can live more handsomely; for domestic service in England is cheap and abundant and well ordered. Yet, on the other hand, they cannot live so comfortably, nor, taking the prevalence of rheumatism into account, so wholesomely. There are no furnaces in these very personable houses; steam heat is undreamt of, and the grates, which are in every room, and are not of ignoble size, scarce suffice to keep the mercury above the early '60s of the thermometer's degree. If you would have warm hands and feet, you must go out of doors and walk them warm. It is not a bad plan, and if you can happen on a little sunshine out of doors it is far better than to sit cowering over the grate, which has enough to do in keeping itself warm.

PEANUTS AND DOLLARS.

From the Chicago Tribune.

Investigation developed that Chicago peanut consumers pay each day of the year, including Sundays, holidays, and the picnic season, \$10,774.75 for peanuts that actually cost \$5,864.75—a profit of \$4,910.

This is shown by the following peanut statistics:

Annual consumption in Chicago, pounds 15,000,000
Daily consumption, pounds 41,099
Backs to pound 5
Wholesale cost per pound 14 cents 570,000
Cost to consumer per pound 25 cents 3,675,000
Consumers pay each day \$10,774.75
Cost each day 1,624.00
Daily profit \$4,910.75