

**We Are All Fools.**  
From the Lexington Budget.  
As a rule, man's a fool.  
When it's hot he wants it cool;  
When it's cool he wants it hot;  
Always wanting what it's not;  
Never liking what he's got.

We are a lot of fools sure enough. We are worse than the infant who cries for the moon, because, having arrived at years when the human animal is supposed to have become endowed with reason, we still cry for the moon. In summer we perspire and fume, declaring that the bracing air of winter is far preferable to the broiling heat; but when winter comes with chilling blast we shiver over the fire and sigh for the balmy, sunny summer again. We are all fools. Again, if our lot happens to be cast in a dry climate, we complain at the lack of rain; we pray for rain; we say one to another, "What a fine country this would be if it only rained, as it does in Welbost or on the Sound." Perhaps we find ourselves in the Willamette valley or on Puget sound. There we wear rubber clothes three-fourths of the year, burn with fever and quake with ague, while all the time growling and grumbling at the never-ending rain and drizzle. We are all fools. We raise a good crop and prices are low; thereat we complain. We raise a small crop and prices are high; again we are unhappy. No matter what our condition or prospects, we are never satisfied or contented with what the gods have given us. We are all fools. The bachelor complains of his forlorn state, and marries. The married look back longingly upon their days of single blessedness, or perhaps sigh for the mate of some other person, supposedly more fortunate. We are all fools. The poor man bewails his hard lot, the privations he has to endure, his general wretchedness, and prays for riches. The rich man mourns over the cares which overwhelm him, the constant vigilance required to retain his wealth against the combined attacks of others, the worry and mental strain necessary to the proper management of his investments. He envies the freedom from care of his impecunious neighbor, who sweats for his bread. We are all fools. The boy wishes that he were a man. The man cries "Oh, that I were a boy again." From infancy to old age we are discontented and dissatisfied. No matter what we have, we want a change.

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**A Hurdled City.**  
The survey at present being made for the Kansas City, El Paso & Mexican railroad, at a point north latitude 33 degrees, and west longitude 106 degrees, has passed along the lava flow which by the local population is called malpais. It consists of a sea of molten black glass, agitated at the moment of cooling in ragged waves of fantastic shapes. These lava waves are from 10 to 12 feet high, with combing crests. This lava flow is about forty miles long from northwest to southwest, and is from one to ten miles wide. For miles on all sides the country is the most desolate that can be imagined. It has been literally burned up. It consists of fine white ashes to any depth which, so far, has been dug down.

To the north of the lava flow, and lying in a country equally desolate and arid, the surveyors have come upon the ruins of Gran Guivera, known already to the Spanish explorers, but which has been visited by white men less often than the mysterious ruins of Palenque, in Central America. Only a few who have been at Socorro and White Oaks have been at Gran Guivera, because it is at present forty miles from water.

The surveyors found the city to be of gigantic stone buildings made in the most substantial manner and of grand proportions. One of them were four acres in extent. All indications around the ruins point to existence there at one time of a dense population. No legend of any kind exists as to how this great city was destroyed, or when it was abandoned. One of the engineers attached to the surveying expedition advances the theory that Gran Guivera was in existence and abundantly supplied with water at the time the terrific volcanic eruption took place.

**Inter-State Commerce Decisions.**  
The Interstate Commerce Commission has made public a number of rulings called forth by its examination of the transcontinental tariffs which were put in force on September 1. The rulings are in reference to the special commodity tariffs which have occasioned difficulties at Chicago, St. Louis and other interior points. The rulings are as follows:  
1. Rates that are just and reasonable from selected points through the entire territory east of the Missouri river and west of the Atlantic seaboard are prima facie just and reasonable from all other points in the same territory.  
2. A tariff naming a rate from one locality lower than that enjoyed by a neighboring one where the circumstances are the same operates to give a preference, and any additional burden exacted of the shipper becomes undue and unreasonable unless it can be justified upon some substantial ground.  
3. Common carriers are under obligations to take all descriptions of ordinary traffic from all points, and rates should be known and announced publicly in advance of the offering of traffic.  
4. Shippers are not required to ask for rates, but are entitled to open rates at all times.  
5. Discriminations are made and undue advantages are given by special tariffs where they give different rates to places named and to those not named, to manufactured articles named, and to those not named, or to manufacturers, jobbers and other dealers. The modifications suggested by the commission on the basis of these rulings have now gone into effect.

**Wool Production of the World.**  
Among many other interesting particulars given in a report recently issued by the Constantinople Chamber of Commerce, in an account of the total annual wool production of the world, which, as summarized by London Industries, amounts to 16,000,000 cwts., of an estimated value of £200,000,000. Australia supplies 2,000,000 cwts., of a value of £24,000,000, and the Cape of Good Hope 2,000,000 cwts., amounting to £10,000,000. The United States, with its 50,000,000 sheep, does not grow sufficient wool to meet its requirements, but is obliged to obtain the difference from La Plata and Australia. The number of sheep in Europe is estimated at 200,000,000, which furnish 4,000,000 cwts. of wool, of an estimated value of £30,000,000. Morocco, Algiers and Tunis grow a considerable quantity, while France produces 37 per cent. less than it did forty years ago. The European countries rank in the following order: 1. Russia; 2. England; 3. Germany; 4. France; 5. Austria-Hungary; 6. Italy; 7. Spain. The East Indies and China produce about 3,000,000 cwts. of wool per annum.

**The First Chinese Railroad.**  
The first annual report of the first railway in China has been issued. The line runs from Yunggan to Yungchong, in the province of Chihli, in north China. Its length is 90 li, or about 27 miles, and it owes its existence to the Kaiping coal mines, from which a considerable portion of its revenue is derived. The gross receipts were \$3,943 taels—about \$13,000—and the net profits 19,606 taels—\$44,900. A dividend of six per cent has been declared on the paid-up capital of 250,000 taels, the nominal capital being 1,000,000 taels, or \$250,000. The principal items of the traffic were 170,588 tons of coal, 5,343 tons of brick, 15,566 packages of general merchandise and 1,000,000 pounds of lime.

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