

IN THE NATIONAL HALLS OF CONGRESS

Tuesday, February 13.
 Washington, Feb. 13.—The fortifica-
 appropriation bill held the atten-
 of the house today, and was the
 for much heated argument, first
 the lax method of expenditure of
 the money and second over the lo-
 of the proposed \$15,000,000
 station for the Philippines.

Washington, Feb. 13.—Senator El-
 today introduced his bill for rail-
 rate regulation. The measure pro-
 that whenever any rate, fare or
 established by any common car-
 shall be unjust and unreasonable,
 Interstate Commerce commission
 have power, after complaint and
 ing, to make an order requiring
 rate to be modified, so far as shall
 necessary in order to remove the un-
 reasonableness and unlawfulness. The
 shall take effect on and after a
 to be specified not less than 30
 after service upon the carrier, and
 continue in effect for one year un-
 restrained or set aside by lawfi-
 or decree of court, or unless re-
 d or modified by a supplementary
 of the commission, which may be
 upon application or after notice
 carrier defendant in the proceed-

ator Fulton today offered an
 edment to the sundry civil bill ap-
 porting \$400,000 for protecting and
 erving work done on the jetty at
 mouth of the Columbia river. Mr.
 on has concluded, after repeated
 rences with Chairman Burt'n, of
 house committee, and the senate
 ers, that the only possible way of
 ing an appropriation this session
 the mouth of the Columbia is by an
 edment to the sundry civil bill.
 re is absolutely no hope of passing
 eial bill, nor is there any hope of
 ing through an emergency rider and
 or bill to provide for a limited
 ber of deserving projects, as was at
 time contemplated.

Monday, February 12.
 Washington, Feb. 12.—The senate
 y adopted a joint resolution re-
 ted by Tillman from the senate
 mmittee on interstate commerce,
 ch directs the Interstate Commerce
 mission to investigate the charge of
 rmination and combination in re-
 nt of trade made against the rail-
 s. It was a joint resolution, and
 it be passed by the house and
 ed by the president before it be-
 es effective. The adoption of the
 dition was preceded by a speech by
 man, in which he practically
 red that the administration was
 roceeding in good faith to secure
 road legislation, because he was not
 sed with the president's advisers.
 ong these he mentioned Secretary
 and Senator Knox.
 oge also spoke at length on the
 road question. He delivered a
 fully prepared speech, in which
 took a position for governmental
 ation of rates, but advised the ut-
 ilitarian caution against too radical action.
 expressed the opinion that the giv-
 g of rebates was practically the only
 existing in connection with the
 road systems of the country.

Washington, Feb. 12.—The house
 y had report with the bill providing
 the whipping-post for wifebeaters
 the District of Columbia, and then
 it on the table, effectively dispos-
 ing of it, by a vote of 153 to 60.
 new gavel was dedicated to the
 ory of Lincoln, by Speaker Cannon
 opening the house, and the birth-
 of the martyred president was re-
 ndered in the prayer of the chap-

Friday, February 9.
 Washington, Feb. 9.—Almost the
 ire session of the senate today was
 voted to the consideration of the ur-
 nt deficiency bill, which was passed
 icially as it was reported from the
 mmittee on appropriations. The
 ly discussion was over an amend-
 ment suggested by Patterson to strike
 out the provision relieving alien
 workmen on the canal from the opera-
 ion of the eight-hour day law. Patterson
 intended that to require men to labor
 ore than eight hours a day in the
 opics was inhuman, and argued that
 he requirement would do injustice to
 merican labor. Several senators on
 th sides of the chamber controverted
 the position. The amendment was
 oted down without resort to a roll
 all. The senate adjourned until Mon-
 ay.

Spanish Trade Growing.
 Washington, Feb. 13.—Trade of the
 United States with Spain and Portugal
 amounted in the fiscal year 1905 to
 over \$54,000,000, according to a report
 issued by the department of Commerce
 and Labor. Of this, \$15,000,000 was
 imports and \$19,000,000 exports. Of
 the imports, \$6,500,000 was from Portu-
 gal and \$8,500,000 from Spain. Of
 the exports, \$2,000,000 went to Portu-
 gal and \$17,000,000 to Spain. Imports
 from Portugal have greatly increased
 during the last few years, while the
 exports to that country have declined.

Reserve Policy Live Issue.
 Washington, Feb. 13.—Senator Hey-
 burn's three hour speech in denuncia-
 tion of President Roosevelt's forest re-
 serve policy will probably have the
 effect of making forest reserves a live
 issue which must be met and disposed
 of by congress at the present session.
 The speech of the Idaho senator was a
 full and complete argument on the side
 of the opposition; it was severe in its
 arraignments; it was caustic in its
 criticisms.

day ground out its usual semi-monthly
 grist of private pensions, passing in 72
 minutes 429 bills for the benefit of vet-
 erans who are barred for one reason or
 another from coming in under the gen-
 eral statute, and thus made a new
 speed record for such bills. Seventy-
 five per cent of the beneficiaries are
 either blind or bed-ridden. This or-
 der, with a number of minor bills and
 the passage of two amendments to the
 Philippine tariff act of 1905, consti-
 tuted the transactions of the day. The
 tariff amendments place American cot-
 ton goods on an equality, so far as the
 cost of production is concerned, with
 European goods. Low grades of shoes
 were admitted at a lower tariff. The
 house adjourned until Monday.

Thursday, February 8.
 Washington, Feb. 8.—Just enough
 morning business was allowed in the
 house preceding the vote on the Hepburn
 railroad rate bill today to permit del-
 egated members to reach their seats be-
 fore the rollcall ordered the night be-
 fore began. Three hundred and forty-
 six members voted for the bill. Seven,
 all Republicans, voted against it. Ap-
 plause greeted the announcement of
 the result by the speaker to the house,
 which had given its undivided atten-
 tion to the question of government
 rate-making for seven days.

Those voting against the bill were:
 Littlefield, of Maine; McCall and
 Weeks, of Massachusetts; Perkins,
 Southwick and Vreeland, of New
 York; and Sibley, of Pennsylvania.
 Sullivan, of Massachusetts, voted
 "present," and was not paired. There
 were 28 members paired, but these
 pairs were generally political ones.
 None of them was made upon the bill,
 and consequently did not indicate opo-
 sition.

Washington, Feb. 8.—There was a
 general expectation that today would
 witness a revival of yesterday's exciting
 occurrences in the senate over Pat-
 ter's canons resolutions, but it was not
 realized and the large crowd attracted
 to the galleries was compelled to leave
 in disappointment when at 3 p. m. the
 senate went into executive session,
 after a day devoted largely to ordinary
 bills on the calendar.

Wednesday, February 7.
 Washington, Feb. 7.—By continuing
 its session practically to 7 o'clock the
 house concluded all preliminary steps to
 the passage of the railroad rate bill,
 ordered a roll call on the measure and
 put off the final action until tomorrow.
 The time for amendment came at 4
 o'clock, and for three hours following
 one amendment after another came up,
 was read, debated in some instances
 and went down to defeat. So fierce
 was the struggle to amend that often
 when a paragraph of the bill was con-
 cluded in the reading, a dozen members
 waved their amendments and shouted
 for recognition. Not one of these was
 adopted. They contained all manner of
 propositions, such as regulating prefer-
 ences, the long and short haul, free
 passes, court procedure, whole rate bills
 and parts of bills, but all "went by the
 board."

Washington, Feb. 7.—Today for the
 first time in many years the senate was
 made the scene of an effort to adminis-
 ter party discipline to a member of that
 body, and the occurrence was one of so
 many dramatic details that the many
 witnesses will not soon forget it. Pat-
 ter was the subject of the effort, and
 Bailey, to whom, in the absence of Gor-
 man, the Democratic leadership is con-
 ceded, was the instrument of his party
 in the incident.

Northwest Graduates at Annapolis.
 Washington, Feb. 14.—Raleigh E.
 Hughes, Portland; Frederick N. Per-
 kins, Salem; Carroll G. Graves, Spo-
 kans; Randolph P. Scudder, North
 Yakima; Robert L. Ghorlmy, Mus-
 cow, and Vestal P. Coffin, Boise, grad-
 uated from the Annapolis Naval academy
 yesterday.

Last Hearing on Yakima Land.
 Washington, Feb. 14.—Land Com-
 missioner Ross today had a final hear-
 ing on his fight for the approval of the
 state Carey act selection of 55,000 acres
 in the Yakima valley. The case will
 probably be decided in a few days.

Lighthouse for Resurrection Bay.
 Washington, Feb. 14.—Senator Piles
 today introduced a bill authorizing the
 construction of a lighthouse at the en-
 trance of Resurrection bay, Alaska, to
 cost \$25,000.

Railroads on the Islands.
 Washington, Feb. 14.—The bid of
 Solomon & Co., Cornelius Vanderbilt,
 J. G. White & Co., all of New York;
 Thomas F. Swift, Detroit, with whom
 is associated the International Banking
 corporation; H. B. Wilson and Heidel-
 bach, Ickelheimer & Co., has been ac-
 cepted by the Philippine government for
 the concessionary contracts or grants
 for the construction, maintenance
 and operation of railroads in the
 islands of Negros, Panay and Cebu.
 Their bid provides for full government
 guarantee authorized by congress.

Will Act On Exclusion Law.
 Washington, Feb. 14.—Chinese ex-
 clusion legislation was one of the sub-
 jects discussed today by the president.
 Representative Perkins, of New York,
 told the president that the matter soon
 would be taken up by the committee
 and that he had no doubt that action
 would be taken. He said it would be
 the effort of the committee to satisfy
 the objections now made by the Chi-
 nese, without admitting to this country
 Chinese coolies.

THE RATE BILL.

Provisions of the Measure Passed
 by the House.
 Washington, Feb. 9.—The railroad
 rate bill is intended and does comply
 specifically with the recommendations
 of President Roosevelt on the rate
 question. It gives the Interstate Com-
 merce commission authority, when a
 rate has been complained of as "un-
 reasonable" by a shipper, to investi-
 gate that rate, state whether or not it
 is unreasonable, and if found to be
 unreasonable, to name a rate, which is
 to be just and reasonable, and fairly
 remunerative, and which is to be the
 maximum rate to be charged.

This rate, so fixed, is to go into
 effect 30 days after it is announced by
 the commission, subject, during that
 time, to be set aside or suspended by
 the commission or by the courts. After
 it has gone into effect, it is to remain
 the rate for three years. During this
 time, according to the opinion that
 has been expressed by those who have
 participated in the debate, the rate
 may also be reviewed by the courts,
 and, if found to be in conflict either
 with the constitution by being consti-
 tutory, it can be set aside by the courts.

Another important feature is the
 definition of the words "railroad" and
 "transportation," in a manner to in-
 clude all auxiliary instrumentalities.
 This power to name a reasonable
 rate and the inclusion of the auxil-
 iaries within the jurisdiction of the
 commission, are said to be the new
 features. All other provisions are mod-
 ifications of existing law. They in-
 clude publicity of railroad methods,
 which is to be aided by prescribing a
 system of bookkeeping, and enlarging
 the commission to seven members and
 increasing salaries of members to \$100,
 000 a year.

CHINESE GOOD SOLDIERS.

Minister Discusses Agitation and Pre-
 parations for War.

Berlin, Feb. 9.—General Tschang
 Tcheng, the Chinese minister to Ger-
 many, in the course of an interview
 with the Tugendblat's correspondent on
 the disquieting rumors from China,
 said that China needed reform in her
 head and limbs. Europe, he said,
 had become surprised that Japan had
 become greater than China, whose sol-
 diers, and especially those in the north-
 ern part of the empire, compare phys-
 ically with the Prussian guards. Money
 for army and navy expenses, he said,
 should not be considered, as the popu-
 lation of over 400,000,000 could easily
 contribute a milliard where vital inter-
 ests were touched.

China, the minister continued,
 strongly wishes for commercial deal-
 ings with foreign countries, but prefers
 those without Chinese colonies. The
 missionaries, he added, cause hatred of
 foreigners by their tactless proselyt-
 ing and the fighting between Protestants
 and Catholics.

The minister was asked if the navy
 and army reinforcements which the
 United States is sending to the Philip-
 pines in the expectation of difficulties
 with China might arouse the Chinese
 dragon. He replied:
 "If the American government sends
 reinforcements, who can say it fears
 difficulties with China? It is all non-
 sense. I believe the armaments are
 prepared against somebody else; I can-
 not express myself more definitely."

APPIAN WAY OF AMERICA.

Perfect Road Will Be Built Straight
 Across Ohio.

Cleveland, Feb. 9.—Within a year
 work will be begun by the National
 Good Roads association on a great
 highway extending clear across the
 state of Ohio, from the Pennsylvania to
 the Indiana line, that will be one of
 the finest in the world, and, like the
 Appian Way, will be built to last for
 all time to come. This is the informa-
 tion given out today by Colonel W. H.
 Moore, president of the association.

The road, which will be the first to
 be built across a state under the author-
 ity of an organization since the old
 Federal roads, will cost \$1,500,000.
 Of this amount, Colonel Moore says
 \$750,000 has already been put up by
 certain interests that he will not now
 reveal, and the remainder will be se-
 cured from the counties through which
 it will pass.

Puts Down Siberian Revolt.

St. Petersburg, Feb. 9.—General
 Linievitch, commander of the Man-
 churian armies, telegraphed to the em-
 peror yesterday as follows: "General
 Rennenkampf entered Chita, Trans-
 Baikal, February 5, without blood-
 shed. The inhabitants of the town
 have been disarmed and work has been
 resumed. Two hundred of the revolu-
 tionists have been arrested, but a num-
 ber of the leaders fled. General Heis-
 jonikoff, the military governor of
 Chita, has been relieved of his post for
 inaction."

Irrigation Congress Dates.

Boise, Idaho, Feb. 9.—Tuesday at a
 joint meeting of the directors of the
 chamber of commerce and the Commer-
 cial club, it was decided that the dates
 for the meeting of the National Irriga-
 tion congress should be September 10
 to 15. This action is subject to the rat-
 ification of the executive committee of
 the congress, but it is customary to rat-
 ify the choice of the people where the
 congress is to be held in the matter of
 dates.

Agree on Customs Duties.

Algiers, Feb. 8.—The delegates to
 the Moroccan conference today discussed
 the customs duties of Morocco and set-
 tled a number of details referring to
 various articles, but postponed deciding
 the question of increasing the general
 rate to 12½ per cent ad valorem. Morocco
 wants state monopoly on tobacco.

RAILROADS GIVE UP

Cannot Withstand Public Hostility on Rate Question.

ATTACKS COME FROM ALL SIDES

Denunciations of Pennsylvania Rail- road Merger and of Coal Roads Cause Alarm.

Washington, Feb. 10.—It is appar-
 ent that certain railroad interests have be-
 come alarmed over the decided anti-
 railroad agitation that is manifesting
 itself in congress and in several states,
 and that their friends in the senate
 have been appealed to to settle upon
 the best rate bill they can get and get
 it before the senate for action. It is
 said that the railroad interests at large
 have become astounded over the oppo-
 sition that has developed to them
 throughout the country, and that many
 of them realize that graver problems
 than the fixing of a disputed rate con-
 front them if something is not done to
 allay the spirit of hostility.

Some of the magnates believe that if
 they can get the members of the com-
 mittee on interstate commerce of the
 senate together on a bill at once it will
 stop the agitation that is each day
 growing stronger against what are char-
 acterized as "railroad lobbies" in vari-
 ous states.

The denunciation of the railroad
 trust in West Virginia by Governor
 Dawson in a letter to the senate, the
 offering of a resolution in Pennsylvania
 to investigate coal-operating roads and
 the determination of many members of
 congress to secure an investigation of
 the alleged trust formed by the Pen-
 nsylvania, Baltimore & Ohio, Chesapeake
 & Ohio and Norfolk & Western, have
 excited fear among the friends of rail-
 roads that a remorseless crusade against
 them is about to begin.

Chairman Elkins, of the interstate
 commerce committee of the senate, who
 favors the railroad interests, and Sena-
 tors Clapp and Dolliver, who have been
 fighting for action, held a private con-
 ference of several hours this afternoon.
 It is believed a basis of compromise is
 being considered.

STILL RELY ON RELIANCE.

Will Be Converted to Suit Terms of Next Yacht Race.

New York, Feb. 10.—In discussing
 the possibilities of a challenge for the
 America's cup from Sir Thomas Lipton
 or any foreign source, and the probable
 course of the New York Yacht club, on
 receipt of such a challenge, says to-
 day's Times, the astonishing statement
 was made by a prominent member of
 the New York club yesterday that the
 Reliance would be used in all proba-
 bility as the defender of the cup, even
 though the challenge called for a race
 with schooners, as has been suggested,
 and that to meet these conditions she
 would be converted, as it is a perfectly
 practical suggestion and meets Sir
 Thomas' and any other challenges at
 every point.

If a 70-foot sloop, as suggested by
 Sir Thomas, is named as the chal-
 lenger, the challenge will be accepted
 and the Reliance will be used as the
 challenge boat, in spite of the big al-
 lowance she would have to give. If a
 110-foot schooner is named, the Re-
 liance will be converted and will be still
 the defender. If a 90-foot sloop is
 named, it will, of course, be the Re-
 liance which will cross the line as the
 defender of America's priceless trophy.
 Under old rules or under new, the Re-
 liance is looked upon as capable of
 successfully defending the cup and will
 remain the club's Reliance.

Poaching on Fund.

Washington, Feb. 10.—To the sur-
 prise of many senators, the Hansbrough
 bill setting apart \$1,000,000 out of the
 reclamation fund for the drainage of
 swamp lands in North Dakota slipped
 through the senate today. Several
 Western senators were vigorously op-
 posed to taking any money out of the
 reclamation fund to drain swamp lands
 and it was their purpose to oppose this
 bill, but it was called up when the sen-
 ate was virtually empty and went
 through without opposition. It will be
 fought in the house.

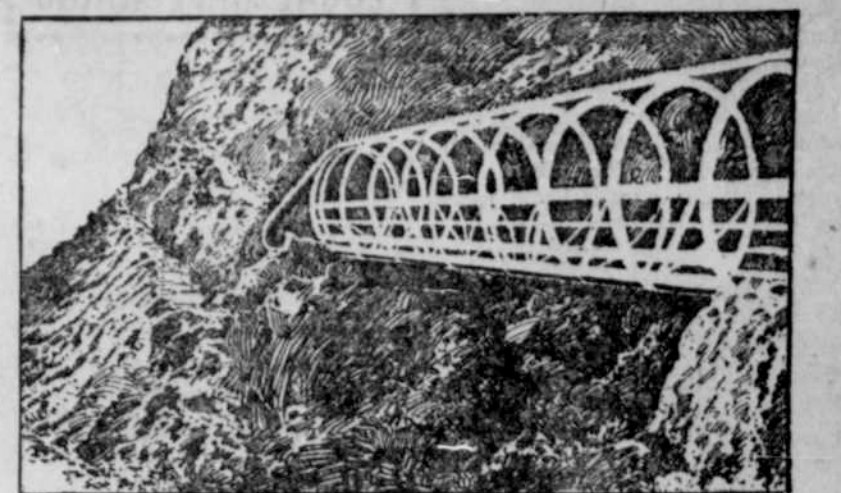
Relieve Forest Settlers.

Washington, Feb. 10.—The house
 passed a bill providing that settlers
 within forest reserves who have relin-
 quished title to their land since the lien
 law was repealed may recover title to
 their original holdings. As matters
 now stand, these settlers can neither
 make lien selection nor recover the land
 which they relinquished. The house
 refused to pass a bill permitting set-
 tlers of this class to perfect their lien
 selections.

Grain Trust Ordered Dissolved.

Lincoln, Neb., Feb. 10.—A decision
 adverse to the Nebraska Grain Dealers'
 association was handed down today by
 the Supreme court, which orders the
 association dissolved. It had been al-
 leged that the association fixed prices,
 leaving the farmers to take what was
 offered.

A CURIOUS BRIDGE IN IRELAND.



The interesting structure shown in the picture spans a ravine on the Irish coast near Belfast. The north coast of the Emerald Isle is very broken, and in many places the public highways are maintained with the greatest difficulty on account of the winter freshets. So many ordinary bridges have been carried away by the storms that much ingenuity has been exercised in order to secure permanence. One of the latest is this skeleton structure of steel hoops firmly secured at both ends with anchors of the same metal.

ROSE FROM POVERTY.

H. H. Rogers, Standard Oil Mag- nate, Was Once a Newsboy.

Henry H. Rogers, "the piston rod of
 the Standard Oil engine," rose to his
 present commanding position in the
 world of finance from the work of a
 newsboy in the village of New Bedford,
 Mass. But there were members of his
 family in the town of Fairhaven, Conn.,
 where he was born, who needed his
 help and he found a job as delivery boy
 in a grocery at \$3 a week and board.
 He sent the \$3 home and after five
 years of service became head clerk. To
 this day he recounts to his intimates
 his rise to a salary of \$8 a week as the
 proudest achievement of his life.

New Bedford at that time, for Henry
 H. Rogers is now nearly 70 years old,
 was the home port for fleets of Ameri-
 can whalers and the sperm oil traffic
 was large, kerosene being unknown.
 Young Rogers knocked about the whal-
 ers and oil refineries with his eyes open
 and with an increasing appreciation of
 the commercial value of oil. Then came
 the discovery of coal oil in Pennsyl-
 vania, an event that instantly took the
 life out of the sperm oil industry. Rogers
 joined the rush to the oil fields and
 found profitable employment. Here he
 began to give evidence of the genius
 for organization and executive ability
 that carried him to his present posi-
 tion, where he may defy States with
 impunity. With astonishing grasp of
 the possibilities of the oil trade he pro-
 posed to the big operators one plan af-
 ter another for the saving and market-
 ing of the products of the wells, and
 many of these ideas were adopted.

Mr. Rogers has not been known as
 one of the nation's very rich men who
 have gone in for any special form of
 charity or philanthropic work. His sen-
 timental fondness for the town of his
 birth, however, has been evidenced by
 his lavish expenditure of money for
 Fairhaven. Fifteen years ago he be-
 gan to make Fairhaven famous by do-
 nating a school house costing \$100,000.
 Two years later his children, three
 daughters and a son, built a library as
 a memorial to a sister, stocked it with
 books, statues, pictures, and endowed



H. H. ROGERS.

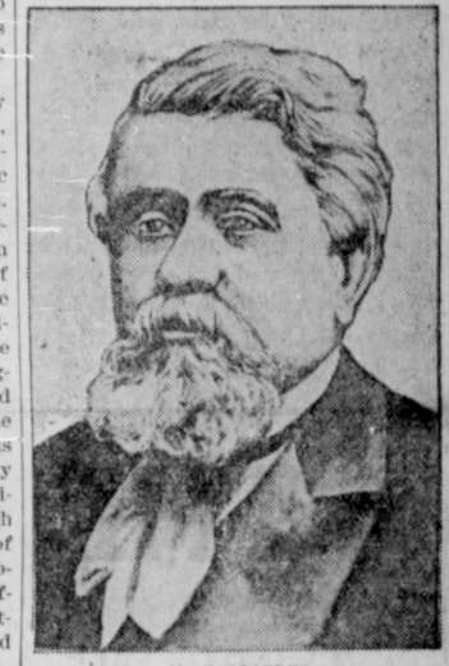
It with \$100,000. In 1893 Mrs. Rogers,
 now dead, presented Fairhaven with a
 Town Hall costing \$250,000. His coun-
 try home at Fairhaven cost him more
 than \$1,000,000, and is one of the show
 points of New England.

But nothing he ever did in or for the
 town of his birth created the sensation
 he made when, in 1896, he made a trip
 to Fairhaven and presented a petition
 to the selectmen that he be made su-
 perintendent of streets. The salary was
 \$3 a day and the work more than any
 man of millions would want to give it.
 He was promptly elected "super," and to
 the consternation of the first families
 of Fairhaven and to the disgust of most
 of the other families, each of which
 had a member that wanted the job him-
 self. Previous to that time the streets
 of the town had been neglected. Mr.
 Rogers was an enthusiastic wheelman.
 Thus, in a small way, he was being
 thwarted in a desire. With character-
 istic promptness he applied the same
 aggressive methods in this as in a deal
 involving tens of millions. On his elec-
 tion as super he got out the snow plows
 and kept the streets clear of snow. This
 was followed by a general cleaning up,
 repairing and overhauling of the streets
 when the weather permitted. He gave
 Fairhaven the best streets boasted of
 any New England town.

PRESIDENT OF FRANCE.

Grandson of a Blacksmith Now Head of Republic.

M. Fallieres, the man who was elec-
 ted President of France to succeed M.
 Loubet, is of extremely humble origin.
 His father was a magistrate's clerk
 and his grandfather a blacksmith,
 whose forge and cottage, propped up
 against the walls of the Cathedral of
 Mezzin, have only recently disappeared.
 Fallieres, who has been President of
 the Senate, has a stainless political
 record. He has managed to keep him-



M. FALLIERES.

self free from all scandals, notably that
 of Panama, which tarnished the repu-
 tations of so many public men in
 France. On the other hand, he is with-
 out any striking individuality, conveys
 the idea of lack of backbone, and has
 offended a number of people by his
 weakness for the pomp and ceremony
 of office and for aristocratic associa-
 tions. He will probably be an entirely
 passive executive of the will of the
 Chambers of the National Legislature.
 He is terribly fat, not particularly
 decorative, and will in his fondness for
 the trappings of his high estate at the
 Elysee Palace recall many of the amus-
 ingly idiosyncrasies of poor Felix Faure.

ONE ON COLONEL BRAGG.

Judge Robinson Uses the Retort Courteous In Making up Quarrel.

Some years ago in Alabama one of
 the most talented lawyers practicing
 in the South was the late Colonel
 Bragg, but he had a peppy temper.
 Not only did Colonel Bragg's dispo-
 sition involve him from time to time
 in serious differences with his col-
 leagues but it also led him to break
 off amicable relations with a Judge
 Robinson, a most estimable jurist,
 who, while presiding over a suit in
 which Bragg was interested, had by
 his decision incurred the resentment
 of the advocate. So for a long time
 the colonel declined even to speak to
 the Judge, save when it was absolutely
 necessary in the course of business.

Finally, however, his better nature
 getting the upper hand, Colonel Bragg
 determined to apologize to Judge Rob-
 inson and endeavor to effect a renewal
 of their former comparatively pleasant
 relations. Meeting the judge one after-
 noon on the steps of the State house,
 he impulsively thrust out his hand
 and said:

"See here, Judge, let's be friends
 again. This thing has gone on long
 enough."

"Why—er, Bragg," asked the judge
 in the meekest and mildest way imagi-
 nable, "what's the matter?"

"Simply this, Judge," continued the
 fiery Bragg, "I admire you so im-
 mensely that I cannot for my life be
 content to remain on bad terms any
 longer. I felt that I must speak to
 you."

"Why—er, Bragg," piped the judge
 in the thinnest of voices, a well-
 feigned look of astonishment on his
 face, "why—er, Bragg, haven't you
 been speaking to me?"

At this the lawyer wilted.—Lippin-
 cott's.

Ticklish Subject.

"I like to call on Miss Elderleigh."
 "For goodness' sake, why?"
 "Because she never bores me talking
 about things that happened when she
 was a little girl."—Cleveland Leader.

Two of life's urgent requisites are
 good health and a little more money.