EVENING STAR

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The Vision of Insects.

A notable fact about the vision of insects and one which it may be supposed must largely influence their view of the external world is the number of facets or lenses in compound eyes. A German naturalist, K. Leinemann, has been painstaking enough to count the number of facets in the eyes of no fewer than 150 species of beetle. He finds that in the same species and sex the number increases with the size of the body. There is usually no permanent difference between the sexes as to the number of facets. Occasionally however, the difference is marked, as in the case of Lampyris splendidula, in which the male has 2,500 and the female 300. One species is noted which has the extraordinary number of 24,000 facets in its eye. The number of facets is greater in the rapidly moving active forms than in the more sluggish species.—Philadelphia Record.

Classical and Romantic Music.

Classical composers are those of the first rank who have developed music to the highest pitch of perfection on its formal side, and, in obedience to generally accepted laws, preferring aesthetic beauty, pure and simple, over emotional content, refusing to sacrifice form to characteristic expression. Romantic composers are those who have sought their ideals in other regions and striven to give expression to them, irrespective of the restrictions and limitations of form and the conventions of law—composers with whom, in brief, content outweighs manner.—"How to Listen to Music," Krehbiel.

M. O. in Chicago as Dead as Caesar

One of the most remarkable reversals of public opinion on record is that which has taken place in Chicago in the past year in the matter of municipal ownership and operation. The municipal ownership theory, which a little more than a year ago flourished here with so much vigor as to attract the attention of the entire civilized world, is now the deadest duck in the pond. Apparently nobody believes in it any longer. Certainly nobody ever talks any more about it.—Chicago Journal.

A Flavor of Antiquity.

In the little town of Munsiedel, in Bavaria, there exists one of the most curious charitable foundations in the world. One of the burghers, Christopher Wanner, died in 1451 and left his fortune for the establishment of a home for aged poor. He attached, however, the condition that every old man who was taken in should wear his beard and the same cut of clothes and cap as he himself used to wear. Consequently, after the lapse of hundreds of years, the ancient pensioners are still to be seen wandering about the streets of Munsiedel in the costumes of the fifteenth century.

His Only Occupation.

"Yes'm, but if I do youah laundry work, ma'am, I must have de undah standin' dat my husban' collects de pay."

"But why can't you collect it yourself, Manda?"

"Well, you see, ma'am, I don't want to rob de ol' man of de only job he's evah likely to get."—Cleveland Plain Dealer.

The Truth of It.

Blusters—I dare say I do look mad. I understand Jigley says I'm the worst liar he ever saw. Wiseman—Oh, that's a gross libel! Blusters—Of course it is. Wiseman—Well, I should say. Why, everybody admits you're a pretty good liar.—Catholic Standard and Times.

Beyond Him.

In the staging of one of his earlier plays Joseph Jefferson, accompanied by a friend, attended a rehearsal, at which a lively disagreement arose between two of the actresses as to the possession of the center of the stage during a certain scene. While the manager poured oil upon the troubled waters Jefferson sat carelessly swinging his feet from the rail of an adjoining box. The friend could stand it no longer.

"Good gracious, Jefferson," he exclaimed, "this will ruin your play. Why don't you settle matters? You could if you only would!"

Jefferson shook his head gravely, but with a twinkle in his eye. "No, George," he replied, "the Lord only made one man who could ever manage the sun and moon, and you remember even he let the stars alone."—Harper's Weekly.

HEALTHY PLANTS

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BOARD OF TRADE MEETING

Money Will Be Raised to Take Legal Action to Compel the A. C. L. to Do Its Duty

The meeting of the board of trade yesterday afternoon was well attended and if the line of action marked out is steadily followed, some relief from Ocala's present intolerable railroad conditions may be expected.

Among those present were the following: Messrs. R. McConathy, O. T. Green, Arthur Hardaker, of Martel; E. C. McLeod, of Kendrick; George Dittmer, of Holder; T. C. Hall, R. S. Hall, D. E. McIver, George MacKay, R. L. Anderson, S. A. Rawls, Jake Brown, J. J. Gerig, Z. C. Chambliss, A. S. Anderson, Charles Rheinauer, Maurice Strauss, D. S. Woodrow, W. O. Massey, A. L. Leavengood, M. Fishel, J. W. Pearson, J. R. Moorhead, C. E. Taylor, E. E. McLin, Thomas Sexton, G. C. Crom, Emmet Robinson, E. P. Thagard, W. A. Knight, J. M. Meffert, C. E. Cullen, E. C. Smith, E. Van Hood, Walter Hood, W. J. Ritchie, L. J. Brumby, T. T. Munroe and Frank E. Harris.

President Munroe stated that the regular order of business would be suspended and that the board would at once proceed to discuss the business for which the meeting was called.

In the absence of the secretary Mr. L. J. Brumby was requested to act in that capacity.

The first speaker was Mr. A. Hardaker, who read a copy of a letter written by his company to Mr. Emerson, the traffic manager of the Atlantic Coast Line.

Mr. Hardaker explained the impossibility of securing sufficient cars to conduct their business. He did not mince words condemning the action of the officials of this system to provide proper facilities, but also he claimed the company officials deceived their patrons as to the furnishing of cars.

Several gentlemen referred to grievances and the consensus of opinion was that the grievances were so clear and manifest that their specific enumeration was an act of supererogation.

Mr. O. T. Green made some pertinent remarks on the position of the railways as common carriers and their duties and obligations to the public. Mr. Green went on to show how the railways were making enormous profits, and, to illustrate his point, read from the official figures to show the large and increasing dividends and earnings.

Mr. Green ably discussed the question in its legal points and claimed that the attorney general of the state could institute proceedings to force the railways to perform their proper duties to the public.

Mr. George F. Dittmer, a phosphate shipper, followed Mr. Green and pledged his co-operation and support.

Mr. Chambliss desired to hear from other lawyers present.

Judge McConathy was called on and in discussing the question mentioned the fact that the railroads might excuse their miserable service on the grounds of the "great prosperity of the country." But in answer to that the people might say they had ample time to prepare for this condition.

The judge said the railroad commissioners were not in touch with the people, that we could hardly expect competent men at the salary paid and that the salary should be at least $10,000 a year, and further, that these men should have some knowledge of the railroad business.

Judge McConathy also suggested the indictment of the railroads or railroad officials by the Marion county grand jury, which convenes in Ocala in a very few days.

Mr. H. L. Anderson was the next speaker. He wanted to know if it was not possible for an individual shipper to secure action through the courts to compel the railways to do their duty. He said the Martel Lumber Company for instance might place its case before the court and ask that court to issue a writ of injunction to compel proper service. He believed it could be done. And if the railroad company claimed they could not perform their public duties, the court could appoint a receiver, who could at least try. Mr. Anderson was particularly sarcastic in his reference to the antiquated rolling stock shoved off on the Florida people.

Mr. Sexton interrupted Mr. Anderson to explain that a bill had been introduced in the last session of the legislature to give the railroad commission some power over the physical condition of the railroads and that this bill was defeated by Mr. Gilchrist in the house and that he wanted the people to remember this.

Mr. R. L. Anderson followed and made a very clear cut statement of the existing conditions. He illustrated the absolute absurdity of further making personal appeals to the various officials of the road who come in contact with the public. Their object was personally to inrease dividends and that they as far as the public was concerned confined their work to "pacifying" the public and often with promises that in the very nature of things they knew would not be fulfilled.

Mr. Anderson said the Ocala board of trade should appoint a committee to first confer or consult with the attorney general and if he failed to take any action, then this committee should act independently and invoke the full power of the courts as well as public sentiment.

Mr. D. E. McIver followed and explained the difficulty the local shippers labored under.

Mr. Sexton said the board should employ a lawyer and offered to subscribe $25. Mr. J. W. Crosby added $10 to this amount.

Mr. E. C. McLeod, the saw mill man of Kendrick, spoke next and wanted a special session in the legislature and said that in the past a few lawyers had controlled the Florida legislature.

Mr. Rheinauer then spoke and wanter a man to be sent to investigate conditions in other states.

Mr. Green then arose and added $10 to the fund to employ counsel in behalf of the Ocala board of trade. Mr. Green moved that committee be appointed to take up a subscription and employ legal counsel. Mr. Chambliss did not believe this was the proper time for completing the subscription. He moved that a committee of five on plan and scope be appointed.

Mr. George MacKay made some stirring remarks. He said that Ocala should confer with other cities and towns in Florida who were similarly treated. He refered to lack of management in the operating department. Mr. MacKay said the individual suits would be laughed at at that the proper solution was such legal and concentrated action as would force the railroads to give some remedy or endanger or forfeit their charters.

Mr. G. C. Crom said that on Thursday he had a conference with a prominent official who evidenced interest in this meeting and desired a copy of the minutes.

Mr. George MacKay in reply said that a promise from an official of the Atlantic Coast Line should be ignored and that the only notice they should have should come from the attorney general of the state.

Mr. Walter Ray, one of the most prominent naval stores operators in the state, said that three of their stills had been forced to shut down because they could not secure freight facilities for barrels in which to ship their product.

Mr. S. A. Rawls said when the committee was appointed it should have a fund, say of at least $1,000 to back it up and that he believed this amount could be easily raised. Mr. Rawls made a clear businesslike talk.

The president stated that the proposed committee would have power to raise this fund. Mr. Chambliss said the committee would get all the money it needed.

Mr. O. T. Green agreed with Mr. Rawls and said it was absolutely necessary to have proper legal advice at the very outset and that while he would not serve he would be glad to give his share of the amount needed.

Mr. F. E. Harris said the conditions all over the state were similar to those of Ocala.

Mr. Jake Brown said a lawyer of great prominence should head the array of legal council employed by the Ocala board of trade.

Mr. Rheinauer suggested that as a mere preliminary the sum of $250 be raised and placed in the hands of the committee.

Mr. E. E. McLin expressed his views on immediate action and stated no committee could in a week secure so representative a meeting as the one now in progress and that now was the time to start the ball rolling.

President Munroe then put the motion to appoint a committee with instruction to make its report next Thursday afternoon at 4 o'clock.

The president appointed the committee as follows: Jake Brown, Z. C. Chambliss, Edward Holder, J. M. Meffert and George MacKay.

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GOVERNMENT WAGES LOW.

H. T. Newcomb Gives Facts of Interest to Wage Earners.

From 1896 to 1904 the average retail cost of the ordinary articles of food used in the United States advanced no less than 17 per cent (16.96, to be more exact)—that is, the purchaser of food for a family had to pay $1.17 in 1904 for the same quantity and quality of food that $1 would purchase in 1896. These are official statistics compiled by the highly skilled experts employed by the federal government, and every housewife knows that they do not overstate the advance. Other necessities of life have advanced in cost with approximately equal rapidity.

Unquestionably wages ought, generally speaking, to have advanced somewhat in proportion to the increase in the cost of living. In private employment this has apparently taken place, the average wages per hour reported by the federal bureau of labor being 17.36 per cent higher in 1904 than in 1896 and the average weekly earnings 12.76 per cent higher. The advances thus represented are spread all over the country; they characterize every private industrial enterprise and have benefited all classes of workmen employed in private undertakings.

How is it with public employment? A few undertakings conducted under public ownership employ labor like that similarly serving private employers in the same communities, and in these cases the public rate of wages has slowly been advanced somewhat in proportion to the advance in the wages privately paid. But where any American government, municipal, state or national, is the sole or by far the largest employer of a particular class of labor the advances to meet increased cost of living have been so few that the ordinary investigator will be unable to discover a single instance.

Throughout the postal service, among the 25,000 clerical employees at Washington, in the customs and internal revenue services there have been no advances in pay to meet the rise in cost of food, clothing and shelter. The pay of letter carriers, for example, remains precisely where it was fixed twenty years ago by an act approved on Jan. 3, 1887.

The largest printing office in the world is that maintained at Washington by the government, and there the federal government employs a large force of intelligent and highly skilled workingmen. A change in the basis of payment in 1899 from the piece work to the per hour system prevents comparisons with dates prior to the change, but wages have remained stationary since March 3, 1899, although the official statisticians report that the cost of food has advanced since the rate of wages was fixed by statute fully 12.25 per cent. During the same years the wages of printers in private book publishing or job printing establishments advanced throughout the United States as follows: Compositors, male, 14.67 per cent; compositors, female, 20.30 per cent; press feeders, male, 22.41 per cent; press feeders, female, 21.27 per cent; pressmen, 11.75 per cent.—H. T. Newcomb.

DO YOU OWN A HORSE?

Electric Light Plants Are Like Horses In Some Respects.

The subject of depreciation is well worthy of the careful consideration of those who are prone to ignore that item in estimating the cost of lights supplied by municipal plants. But as more people own horses than lighting plants it may be helpful to consider depreciation as applied to horses.

You pay $250 for a five-year-old horse. That's original cost. If you borrow the money you must pay interest on it. If you don't borrow it you lose the interest you would get if you didn't buy the horse. Either way it's interest. You feed the horse, and perhaps hire a man to take care of him. That's operating expenses. You get him shod occasionally and call in the veterinarian when he is sick. That's renewals and repairs. After a few years, in spite of the best of care, the horse is no longer capable of doing the required work and is sold for $50, a loss of $200 as compared with the original cost. That's depreciation. If you haven't laid that by year by year out of the horse's earnings, you've got to borrow it to buy a new horse, and you may not find it easy to do so if you haven't repaid the original loan. That's what happens to municipal plants that don't provide an adequate depreciation fund.

Making Peter Pay For Paul.

Whether a public utility be administered by the government itself or by a private corporation, we hold that every person who uses it should be held to pay the cost of the service which he receives and that no man should be compelled by taxation or otherwise to bear any part of his neighbor's expenses for light and power, for telephone service or for transportation of himself or of his goods.

Every proposal that a municipality assume operation of all public utilities and reduce rates to persons using them, regardless of what the service may actually cost, is an attempt to force some men to bear the expenses of others, because where the outlay for operation exceeds earnings the deficit must be made up by taxation, and this we denounce as socialistic and therefore hostile to justice and subversive of democratic government.—Bourke Cockran.

Senator Sorghum In Doubt.

"Do you think that municipal ownership would eliminate graft?"

"I am not quite sure," answered Senator Sorghum, "whether it would eliminate it or simply originate a new kind."—Washington Star.

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