

SALT LAKE CITY FROM A SKY-SCRAPER VIEW POINT

City is Growing so Fast That an Addition of 40 per cent to Office Capacity is going to be Absorbed

BECAUSE the prevailing style for office windows in Salt Lake is long and narrow, many a Salt Laker has an opportunity to look out of them too exclusively upon this city.

Within the west sit six sister cities, and all of them are fair beyond the most extravagant dreams of their founders of half a century ago, or their builders of a decade ago. Into the life of each one came a period of renaissance ten, or five, or two years ago.

This was the time when they woke up, and civic life began to manifest a new spirit, while the politician who ran the town for politics only and the knacker who had soured upon life and let his feeling spill over upon his city, were backed up and off the map, to allow room for the business man who woke up early and sat up late to think of good things for the community, and who slept soundly when he retired at night because he needed the rest.

Salt Laker who the of the view from their office windows have long had a chance to run over to Salt Lake's sister beyond the Royal Gorge, or over to her other sister by the Golden Gate. Soon they are to have a chance to run up to the top of the Newhouse skyscrapers and see how things look from that perspective.

That is it is to be hoped they will. If Mr. Newhouse should become impressed with a missionary's zeal for Salt Lake he couldn't do a better thing than to run an elevator service to the top of his Boston block and let the people look down eleven stories to the ground and see what a town they are a part of.

The renaissance of western cities harks back to the renaissance of Florence, and the record of that great Italian awakening to the humanity of man is that it rested not upon the multitude, but upon the few, and that its strength was numbered in those who embraced its opportunities for bigger things in art and humanity, while all around them were many to whom nothing new was known to be in the world.

STORY AT A GLANCE.

From the skyscraper view of Salt Lake, it is easy to see much that is new. Perhaps the first thing to catch the eye is the tall smokestack emitting cause for complaint against the smoke nuisance. A glance from the steel girders of the eleventh story shows it to be an expanse of roofs, not soot covered, but grey with the dust of Utah valley clays, while a smoky horizon away to the northwest shows where perhaps a string of freight cars are being pulled along with a cargo of Utah crucibles and tiling for distant Oregon and Idaho points.

The eye's level taking in the red roofs, not the buff brick of the university buildings, the temple spires, the great church steeples of South Temple, the splendid residences that sit against the sky line of the bench lands, and the gas tank that has done away with so many coal hods in Salt Lake homes, embraces an expanse that would stir the heart of any Salt Laker to faith in the city's future as its best asset.

It is just a little shy of 200 feet from the bottom to the top of the Newhouse block. Climbing the distance by narrow stairs and ladders above the seventh floor isn't as restful an occupation as sitting below, but when the city to the southwest begins to appear like a vast grove of trees each one paying tribute to the foresight of the pioneers who tried to make the desert green as a first activity, and when the city and county building begins to look like a

beautiful toy set in a green garden, the pleasures of the view make climbing easy.

MODERN MECHANICS.

From the top it is good to see forces at work that are the wonder of modern mechanical skill. A workman who has made his way over narrow planks pulls easily at a small string. A great derrick arm drops its boom-like projection, picks up an immense stone in the vast depth beneath, rises again, pauses, and the stone is ready to be slipped into place in an archway over a ground floor entrance.

The lone workman on the sky line tugs at his little strings and he and his silent derrick arms are all that move while the work goes on. Away below the brick masons are filling in the casings, and on the ground of what is to become a new civic center, hod carriers wheel their barrows full of mortar from mixing box to elevator shaft where a hoist can be heard noisily raising them to the lower levels where work is under way.

MORE OFFICE ROOM.

Come conference time again in October and these two first sky-scrapers will be finished. Then at one jump 35 per cent of the total floor space in Salt Lake will be added to the supply of offices. Rooms will be ready for occupancy that will reach a total of 700, which with the 200 of the Judge building, will make the present total of 607, \$75 feet of rental space jump up to nearly 100,000 feet.

From the Newhouse offices comes rumor that nearly all the space is taken at the present time. That means that Salt Lake is growing so fast that an addition of 40 per cent to the office capacity is going to be absorbed, and that none of it will go begging.

It means that what justified the beginning of a sky-scraper era will mean its continuation that come conference time October, 1909, Salt Lake will need still more sky-scrapers to take care of her expanding development.

There are reasons why Salt Lake's growth has been slow and why it will



Photo by Harry Shipley.

PLENTY OF ROOM TO GROW.

East of Skyscrapers is Located Valuable Vacant Real Estate Desired to be the Site For Business Blocks.

Seven Hundred additional offices with the Completion of two new Buildings Now Being Erected

now be more rapid. When Brigham Young drew up his emigrant wagons in the valley below English peak, his chief value to him was that it was so desolate that no other people could possibly care for it, and therefore his people would not be driven as they had been through Illinois and Missouri. Traffic coming westward, and people, were stopped at Denver—all of them Denver could possibly stop. But Denver has her growth, comparatively speaking. People that landed in San Francisco from the west were stopped there—all that the city could induce to stay, and so was builded there a mighty city.

CANNOT STOP THEM.

Farther up the coast, and farther down it, the same law of development governed. Portland grew, Seattle grew, Los Angeles grew, and now with Denver and San Francisco, they combine to make Salt Lake grow, and they are helpless to do anything else.

Sitting with a great city 700 miles away in each direction, Salt Lake is now conceded to be on the point of coming to her own, and a city having the full right to begin a sky-scraper era.

From California we are picking up industrial citizens who are establishing industries here, such as we were being established there half a decade ago. From Riverside come men who are buying Utah fruit land to enter in the Boston market with Utah fruits, they having learned it is better to sell their lands there at high prices, buy lands here before their value is known to the more backward owners, and then reach the eastern market from a point 700 miles nearer it. At a recent M. & M. banquet former Mayor Roybal of Provo, pointed out how perishable Utah fruit, last season, was sent to Boston and there held 30 days waiting a rising market, and how southern California fruit men are now buying up Utah fruit lands to carry on this trade. Los Angeles men were first in the southern Utah oil fields, and by the token that Salt Lake is not getting large bodies of foreign immigration—the Greeks from

the Atlantic and the Japanese from the Pacific coast—these communities are sending in also their surplus energy in many other lines.

"BOOST" IS THEIR SLOGAN.

San Franciscans tell that their town was so asleep in 1898 that grass almost got a footing in Market street, and they trace their greatness of the post-earthquake era to the formation of bodies of citizens who learned to pull together, to the organization of promotion committees and to the careful gathering of honest California data for distribution wherever it would do the most good.

In 1904 Seattle boasted hardly a skyscraper. The summer of that year saw seven of them jump into existence at once. Los Angeles, more like Salt Lake than any of her sister cities, was only a village a decade ago, and a city so poor compared to her present size five years ago, that she affords the best lesson of what another five years can do for Salt Lake.

Denver had trouble with the knockers from the time the original pioneers let go on their activities till the boosters became thoroughly organized and progress again took full head under a board of trade, a civic federation, and a business spirit gaining an ascendancy over a political spirit.

BUSY CITY.

Salt Lake growing more firmly, grew more solidly and secured a foundation that kept her the most conservative of the sister cities. Today, with panic and retrogression in business in many directions, Salt Lake is the busiest city in the west. One ought to go to a few other cities to fully comprehend this fact. The Harriman roads were too anxious for a new depot to let a panic stop its building. Too many men wanted space in the Newhouse sky-scrapers to let them perish in the shape of plans, even though the mining stock that is the foundation of their builder's wealth was tumbling to bottom prices.

President W. J. Halloran of the Commercial club declares that an increase of 25,000 people is a small estimate for the past two years. "How else," he asks, "can we account for the fact that apartment house after apartment house is filled with tenants the day it is completed? How else he asks, "can we account for the fact that with new homes going up in every direction in number greater than last year even, there is still not a house for rent in Salt Lake that has not an immediate applicant?"

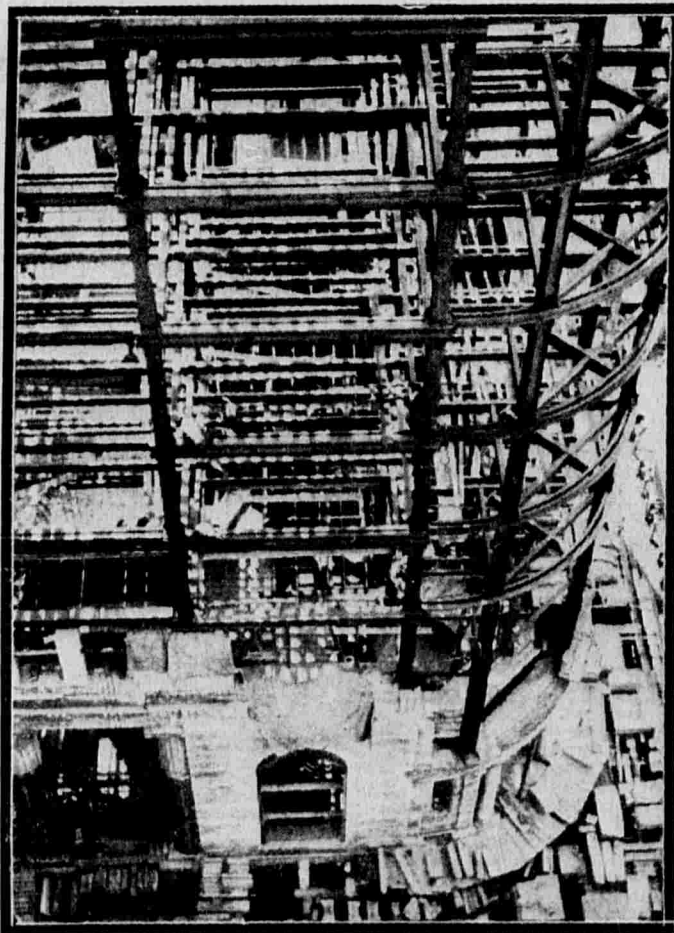
BUSINESS INDEX.

In a great commercial house whose business is a good index of general western conditions, the report is that business in Utah is so good that it—Z. C. M. L.—now fully expects the 1908 record to surpass the record of 1907, and this was considered abnormally large. The conclusion of Col. T. G. Webber is that Salt Lake's many pressing demands to accommodate its sudden growth renders the city panic-proof and invulnerable by any kind of hard times.

All of the sister cities to Salt Lake gathered strength through catering to big conventions. For the past 19 years Denver has entertained from 29 to 49 a year of them. Salt Lake is now preparing for the traveling men, who make a standing advertisement the year round for any city that treats them well, and is beginning a campaign to secure the Grand Army for 1909. The cadets are on their way to pay the prettiest token of a city's good will towards another that any of the sister cities have yet devised.

The sign of the Rio Grande road is already lowered on Second South, and railroad row has gone the way that the mining curb is soon to go to commemorate the beginning of Salt Lake's sky-scraper era.

ISAAC RUSSELL.



Photos by Harry Shipley.

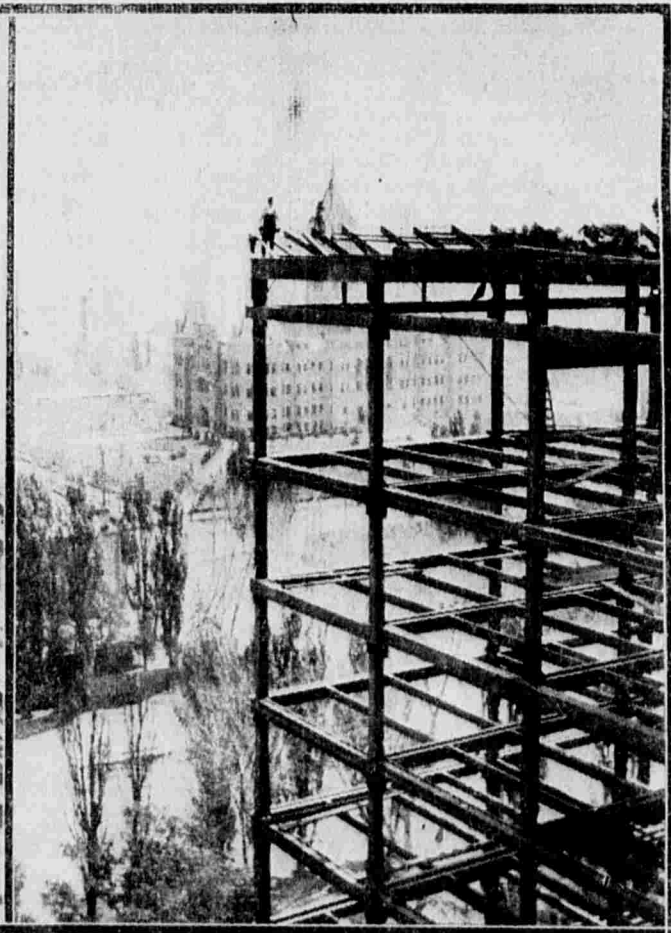
LOOKING DOWN ON NEWHOUSE BLOCK.

How the New Skyscrapers Appear to the Birds on the Wing.



THE PHOTOGRAPHER PHOTOGRAPHED.

Daring Feat of the Camera Man 200 Feet in the Air—The Picture he Took is Reproduced on the Front Page.



NORTH EAST CORNER.

Commercial Club Building Will Be "Just Next Door."

BLACK FOX INDUSTRY.

The Animals Raised for Their Skins in Prince Edward Island.

Consul John H. Sherry, of Charlottetown, in forwarding the following report, says that as strangers are not allowed on or about the fox farms it is impossible to secure any very definite information concerning the industry.

There are three black fox farms near Atherton where these animals are raised for their skins. These farms contain 20, 25, and 30 foxes, respectively. The skins are sold in London at prices ranging from \$300 to \$1,300 each, according to quality. I am informed that the fur is used for ornamenting the cloaks of royalty, as it is the only fur to which gold will cling.

ARE YOU GOING TO SEE THE FLEET?

WHEN the fleet, at anchor in San Francisco bay, spills its hundreds of officers and thousands of jackies ashore into the welcoming arms of the city, the average Utah visitor is going to be somewhat nonplussed at the difficulty of telling precisely just "Who's who in the blue book of the navy."

In the navy the different grades of officers and crew are far more numerous than in the army. Four classes constitute the naval personnel—commissioned officers, warrant officers, commissioned officers in embryo, possessing rank and exercising authority over petty officers and crew, but who have not yet received their commissions.

As regards the officers, there are two principal divisions, line officers and staff officers. Line officers are essentially the naval officers who alone may command ships or squadrons, and who are privileged to reach the rank of admiral, the highest in the navy. Staff officers are those whose duties are more circumscribed, while possessing full authority in their respective departments. For example, the staff officers comprise those of the medical, pay and construction corps, and the chaplains.

As compared with the army, the navy ranks correspond as follows:

NAVY.	ARMY.
Admiral.	General.
Vice admiral.	Lieutenant general.
Rear admiral.	Major general.
Captain.	Brigadier general.
Commander.	Colonel.
Lieutenant commander.	Lieutenant colonel.
Lieutenant.	Major.
LT. (junior grade).	First lieutenant.
Ensign.	Second lieutenant.
Midshipman.	Cadet.

The rank of commodore, now nonexistent, was equal to that of brigadier general in the army.

The warrant officers are the boat-swain, the gunner, the pharmacist, the sail maker, the carpenter and the warrant machinist.

The number of petty officers is legion. Principal among them is the chief master of arms, who is virtually the ship's chief of police. Next in importance come the chief yeomen, the mates of the different departments and the hospital steward. Other petty officers are the oarsmen, electricians, boiler makers, cooper-smiths, blacksmiths, turret captains, gun captains and others.

Then comes the great body of enlisted men. It is separated into two divisions, the first containing only trained, experienced seamen who are

competent to "hand, reef and steer," the ordinary seamen, seamen apprentices and the apprentice boys.

In the engineer's division the duties lie in the engine and fire rooms, about the auxiliary machinery and in the various kinds of machine and tool work about the ship. Next to the engineer himself rank the engineer's petty officers, then come the firemen and the coal passers, who are of the lowest grade.

The man in supreme charge of the ship is the captain, and next to him comes the executive officer, who is the captain's prime minister.

Now, how shall one tell the rank of these navy men at a glance? It is simple, for every officer in the navy from commander to petty officer has his rank badge, or rank, consisting of two parts—the corps badge and the rank badge. The commissioned officers have insignia on both sleeve and collar or shoulder strap or epaulettes for dress and full dress, respectively. For the collar, shoulder strap or epaulettes the corps badge of the line is an anchor; for the medical corps, a gold oak leaf with a single silver acorn upon it; for the pay corps, a silver oak leaf with leaf attached; for the construction corps, a large oak leaf with acorns; for a chaplain, a cross; for a midshipman, a single half-inch, and a midshipman, a single quarter-inch.

Of the warrant officers the boat-swain has two crossed anchors on his collar, the carpenter a carpenter's square, the mill maker a diamond, the gunner a flaming spherical shell, the warrant machinist a three-bladed propeller. None of these wears either a shoulder strap or any epaulettes at any time or any sleeve lace except the chief warrant officers, who have a quarter inch stripe of blue and gold. "Rating badges" are worn on the sleeves of the shirt or blouse. Every petty officer has his insignia, surrounded by a spread eagle. The grade he bears is shown by chevrons, a chief petty officer having three chevrons, a lieutenant having four chevrons, a lieutenant junior grade having five chevrons, a lieutenant having six chevrons, a lieutenant junior grade having seven chevrons, a lieutenant having eight chevrons, a lieutenant junior grade having nine chevrons, a lieutenant having ten chevrons, a lieutenant junior grade having eleven chevrons, a lieutenant having twelve chevrons, a lieutenant junior grade having thirteen chevrons, a lieutenant having fourteen chevrons, a lieutenant junior grade having fifteen chevrons, a lieutenant having sixteen chevrons, a lieutenant junior grade having seventeen chevrons, a lieutenant having eighteen chevrons, a lieutenant junior grade having nineteen chevrons, a lieutenant having twenty chevrons, a lieutenant junior grade having twenty-one chevrons, a lieutenant having twenty-two chevrons, a lieutenant junior grade having twenty-three chevrons, a lieutenant having twenty-four chevrons, a lieutenant junior grade having twenty-five chevrons, a lieutenant having twenty-six chevrons, a lieutenant junior grade having twenty-seven chevrons, a lieutenant having twenty-eight chevrons, a lieutenant junior grade having twenty-nine chevrons, a lieutenant having thirty chevrons, a lieutenant junior grade having thirty-one chevrons, a lieutenant having thirty-two chevrons, a lieutenant junior grade having thirty-three chevrons, a lieutenant having thirty-four chevrons, a lieutenant junior grade having thirty-five chevrons, a lieutenant having thirty-six chevrons, a lieutenant junior grade having thirty-seven chevrons, a lieutenant having thirty-eight chevrons, a lieutenant junior grade having thirty-nine chevrons, a lieutenant having forty chevrons, a lieutenant junior grade having forty-one chevrons, a lieutenant having forty-two chevrons, a lieutenant junior grade having forty-three chevrons, a lieutenant having forty-four chevrons, a lieutenant junior grade having forty-five chevrons, a lieutenant having forty-six chevrons, a lieutenant junior grade having forty-seven chevrons, a lieutenant having forty-eight chevrons, a lieutenant junior grade having forty-nine chevrons, a lieutenant having fifty chevrons, a lieutenant junior grade having fifty-one chevrons, a lieutenant having fifty-two chevrons, a lieutenant junior grade having fifty-three chevrons, a lieutenant having fifty-four chevrons, a lieutenant junior grade having fifty-five chevrons, a lieutenant having fifty-six chevrons, a lieutenant junior grade having fifty-seven chevrons, a lieutenant having fifty-eight chevrons, a lieutenant junior grade having fifty-nine chevrons, a lieutenant having sixty chevrons, a lieutenant junior grade having sixty-one chevrons, a lieutenant having sixty-two chevrons, a lieutenant junior grade having sixty-three chevrons, a lieutenant having sixty-four chevrons, a lieutenant junior grade having sixty-five chevrons, a lieutenant having sixty-six chevrons, a lieutenant junior grade having sixty-seven chevrons, a lieutenant having sixty-eight chevrons, a lieutenant junior grade having sixty-nine chevrons, a lieutenant having seventy chevrons, a lieutenant junior grade having seventy-one chevrons, a lieutenant having seventy-two chevrons, a lieutenant junior grade having seventy-three chevrons, a lieutenant having seventy-four chevrons, a lieutenant junior grade having seventy-five chevrons, a lieutenant having seventy-six chevrons, a lieutenant junior grade having seventy-seven chevrons, a lieutenant having seventy-eight chevrons, a lieutenant junior grade having seventy-nine chevrons, a lieutenant having eighty chevrons, a lieutenant junior grade having eighty-one chevrons, a lieutenant having eighty-two chevrons, a lieutenant junior grade having eighty-three chevrons, a lieutenant having eighty-four chevrons, a lieutenant junior grade having eighty-five chevrons, a lieutenant having eighty-six chevrons, a lieutenant junior grade having eighty-seven chevrons, a lieutenant having eighty-eight chevrons, a lieutenant junior grade having eighty-nine chevrons, a lieutenant having ninety chevrons, a lieutenant junior grade having ninety-one chevrons, a lieutenant having ninety-two chevrons, a lieutenant junior grade having ninety-three chevrons, a lieutenant having ninety-four chevrons, a lieutenant junior grade having ninety-five chevrons, a lieutenant having ninety-six chevrons, a lieutenant junior grade having ninety-seven chevrons, a lieutenant having ninety-eight chevrons, a lieutenant junior grade having ninety-nine chevrons, a lieutenant having one hundred chevrons.

one silver bar; ensign, the corps badge alone in silver; midshipman, a gold anchor.

On the gold lace around the sleeve the corps badge of the line is a star. The staff corps have no star, their corps mark being in the shape of colored cloth, as follows: Medical corps, a dark olive color; pay corps, white; construction corps, blue.

An admiral has three broad gold stripes around his sleeve; a vice admiral, two broad and a narrow stripe; a rear admiral, one broad and one narrow. A captain has four half-inch stripes; a commander, three half-inch stripes; a lieutenant commander, two half-inch stripes; a lieutenant, one half-inch stripe; a lieutenant junior grade, a single half-inch; and a midshipman, a single quarter-inch.

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the arch, petty officer second class two chevrons, petty officer third class one chevron. After the warrant officers served 25 years his chevrons are in gold, but otherwise they are invariably in red. Between the chevrons and the surrounding eagle is placed in white, the special mark showing what kind of a petty officer the wearer is. Boat-swains' mates wear two crossed anchors, yeomen two crossed keys or two crossed pens, machinists' mates a three-bladed propeller, boiler makers and blacksmiths two crossed hammers, quartermasters a ship's wheel, sail makers' mates a pointed spike, gunners' mates two crossed guns, masters at arms a star. Whatever his rating may be, a distinguished marksman always wears a white gun on his sleeve.

Taken altogether, everything on board ship—every badge, mark or insignia—has a relative importance and serves to place the rank and duties of the wearer before the one who knows how to read them. Life on board a man-of-war is at once practical and spectacular—practical because of the peculiar fitness of each object to its appointed place, spectacular because of the ceremonial which invest the life with such significance. It is most interesting, well worth study, for that the large body of shore living citizens are ignorant of the meaning of the insignia flashing from every navy man's sleeve and of the duties which Jack performs as his daily round there is small doubt. It is a new world. Doubtless there will be many Columbuses going exploring while the big fleet is in San Francisco.

THE COST OF LIVING.

Few topics of conversation afford a more general agreement among all classes of people than the increase in the cost of living. Estimates vary as to how much the increase has been, but nearly every man who supports a family will say, without hesitation, that it costs more than it did twenty-five years ago. There is truth in the statement, but perhaps it is not the whole truth or the most important part of it. Each man's experience has to do, of course, with his own family and families have a way of beginning small and increasing. Moreover, as children grow older it costs more to keep them.

A more accurate statement is that the actual cost of the necessities, although greater now than a year or two ago, has not materially increased since 1870, but that the tastes and ideals of the people have made the expenses of the family greater.

The network of trolley cars offers inducements to spend a nickel for a ride, and makes it easy to take shopping trips, on which other nickels are spent. The telephone means another outlay. Refrigeration has made possible a far more varied diet, but it is also a more expensive diet and the cultivation of vegetables under glass has placed upon the poor man's table in midwinter such articles of food as not even the rich could secure a generation or two ago.

Finally, there is the matter of fashion, which now provides evening clothes for children whose parents, in childhood, did not own a suit waist, sensible as it is, means an increase in the laundry bill.

It may cost more to live now than it used, but whether the cost of living is greater is something which will bear examination.—The Youth's Companion.