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TODAY'S WEATHER.—Generally fair, possibly preceded by occasional light showers; southerly winds.

PORTLAND, WEDNESDAY, MAY 8.

THE TOPIC OF THE HOUR.

The most impressive exhibit of the May magazines is the trust symposium which opens and fills a large part of the North American Review. The presentation is a remarkable one in many ways, especially, perhaps, for its collection of expert testimony from names eminent in the industrial world. Yet withal something is left to be desired, for the obvious purport of the discussion is a defense of the trusts in their every aspect. To point out and emphasize their imperfections and enlist public opinion against them has been selected the popular idol, Mr. Russell Sage, whose appearance as attorney for the prosecution is, of course, a guarantee of loving and respectful consideration from the masses. Mr. Sage makes out a very weak case, and otherwise serves the sole purpose of a foil to five doughty trust promoters who have all read his brief and proceed to demolish it. For the defense appear President Hill, of the Great Northern Railway; President Schwab, of the steel trust; Treasurer Flint, of the rubber trust; President Thurber, of the United States Export Association, and General Manager Logan, of the envelope trust. If this quintet of trust magnates can be believed, nothing so blessed for the toiling masses as the trust movement has come to pass since the opening of the Christian era.

There is, says Mr. Sage, opening for the plaintiff, a popular antipathy to trusts. Is there anything in it? By inference, not; for while he enlarges upon the activity of unscrupulous demagogues with false cries against capital, his own generalizations, unsupported by evidence, are equally discreditable. He puts up an entirely superfluous man of straw in disparaging industrials as compared with railroads, which must have proved highly welcome to at least one of the disputants, who makes an effective reply to it the bulk of his own brief. We shall do Mr. Sage the credit of believing him entirely innocent in a conspiracy to set up his various points as a foil to his outnumbering and outarguing adversaries. As to the guilt of the magazine, we have no evidence.

Nobody could ask, nobody is likely ever to furnish, a better array of trust defenses than this symposium affords. If you know anything costly or imperfect in business methods, put it down in the old competitive regime. If you can think of any reforms actual or conceivable, they are in the trusts and there only. We used to have middlemen, whom Mr. Hill calls "leeches"; we used to have dishonest salesmen and slovenly superintendents, whose operations Mr. Logan sketches with painful exactness; we used to have a great array of useless presidents, vice-presidents, secretaries and treasurers, in whose casting to the void Mr. Schwab rejoices in undisguised glee; we used to have bad debts, which Mr. Flint assures us have become as $1 to $100 under the old regime; we used to have high prices, which, Mr. Thurber shows us, have all become low prices under consolidation. These things have passed away, and the result, to speak with moderation, has conferred untold benefits on owners and employes, producers and consumers, patrons and stockholders, leaving any disadvantages (unspecified) to fall upon the residue of the industrial community (unenumerated).

The most valuable paper in the lot is Mr. Logan's, and the least valuable is Mr. Hill's. Every business man should read Mr. Logan's article, because the firm hardly exists which cannot be directly benefited by its practical suggestions. We are fain to hope that the dishonest salesmen and nincompoop managers he depicts are not as universal as he leaves us to infer, but if we have had to wait all these years for trusts to renovate our business methods, their service is not to be despised. Mr. Hill is content to argue from the analogy of the railroad's displacement of the stage-coach and the trolley's displacement of the horse-car, to the conclusion that the monopoly is better than the independent concerns, a process of reasoning he hasn't the time or patience to strengthen with corroborative evidence. Mr. Schwab gives us information of real value as to the methods of reorganization and economy used in the industrials; Mr. Flint's tables showing substantial percentage of profit on industrial shares at market and even at par values are well worth study and preservation, and Mr. Thurber's exhaustive examination into the course of prices of trust products is interesting and suggestive.

On one subject the references are tantalizingly obscure, and this is the ownership of the shares. In all this trust problem there is no more important topic than the part which the accumulated savings of the country have in these great consolidations. Who, in the last analysis, owns them? Of the $1,000,000,000 Mr. Morgan has put into steel, $50,000,000 into the British loan, $10,000,000 into coal, $10,000,000 into steamships, it is obvious he owns but little. Who the real owners are, these experts, who doubtless know, say little or nothing. Hill says that wage-earners own most of the $2,400,000,000 in our savings banks, and that "with these vast resources at command the workingmen of the country MIGHT, in a few years, acquire a large interest in the concerns in which they are employed"; but whether they have any such interest, even indirectly, he does not indicate. Schwab says that "already ownership in these enterprises has become tremendously enlarged; where a comparatively few men held interests in our factories and mills a few years ago, the number is now increased a hundred-fold, and the process of distribution is continuing steadily." If the space occupied by these articles had been devoted to showing how the savings of the country, through bank balances, savings banks, life and fire insurance companies, trust and loan organizations, have really passed indirectly into ownership of the country's industrial enterprises, so that every man with a policy or a bank account is interested in their safety and prosperity, it would have been, we surmise, more effectively employed, not only to allay popular antagonism, but to strengthen popular anxiety for honest money.

THE TROLLEY AND FREIGHT TRANSPORTATION.

A British statesman once said that Christian civilization made its first effective journey in India on a powder cart, for the first settler was not only a trader, but had also to be a soldier. The trader and soldier, however, did not become a civilizing influence of much consequence until the steamboat threaded the rivers of India and the steam railway covered its plains with its iron web. From this date the superiority of Western civilization began to impress the Hindoo mind. The revolution in land and water transportation made the absolute exclusiveness and social isolation of caste no longer possible, so that the second and most important forward journey of Western civilization in India was made on the steam cart and the steam boat. The rapid social and business revolution wrought by the introduction of the electric railway systems throughout the country is reflected in the significant figures of the last census, which shows an astonishing growth of the suburban population and a corresponding falling off in the rate of increase in the business part of the leading cities of the land. The moral and social change wrought by the trolley roads is far-reaching for the future. Twenty-five years ago the skilled labor of large cities was obliged to live in a state of congestion in crowded city tenements. The close contact promoted drunkenness, immorality, violation of sanitary decency, and, above all, bred the habit of fighting among the tenants over trivialities, for the crowded quarters made privacy and quiet impossible, so that men naturally peaceful and humane became through nervous irritability prone to family quarrels on small provocation.

The trolley has relieved this demoralizing congestion in the large cities, so that workingmen now find homes in the suburbs. They rent or own houses, which permit a condition of decent privacy. Green grass and flowers are blooming in each dooryard; fields and woods are close at hand, where the children can wander to obtain a fine glimpse of the joy of living that they never knew in the congested tenement, which was damp and dirty and noisy night and day in the Winter, and a foul-smelling furnace in the Summer heat. It is impossible to exaggerate the enormous social reform in the line of humane and decent living for the workingman that the electric trolley has made possible in the leading cities of every state in the Union. So rapidly have these electric railways multiplied in the thickly settled states of New England and the Middle States that their introduction in Boston forced the steam cars to drop their rate of suburban fares, and even when this has been done the leading steam railway lines have not been able to prevent a severe loss of business. So rapidly have the electric railways been multiplied in all directions that it is possible to start from Boston to travel a circuit of 100 miles by changing from one trolley line to another.

This stupendous revolution in the social life of the city workingman and the absorption of a vast body of passenger carriage has been succeeded within two years by a great development of freight traffic upon the electric railways. Up to five or six years ago the electric-car at the East was chiefly confined to the city streets, but today they skirt every country highway. The farmers, dairymen and dealers in garden truck were quick to see that a valuable freight transportation service might be arranged upon the electric tracks, but the companies were slow to realize that a valuable freight traffic could be secured by making provision for its handling, but today the trolley roads are becoming freight-carriers in a number of places and are revolutionizing the conditions under which the farmer works. The farmer whose farm is from five to twenty or more miles from a center of consumption is handicapped by country roads, where the cost of transportation of freight by animal power ranges between 15 and 50 cents a ton-mile, and in addition has the weather to contend with. The result is the farmer who has not steam railway shipping facilities at his door sells his produce at the lowest prices. The electric railways have opened to this farmer an opportunity to escape from the burden of bad roads and excessive cost of freighting their produce to market by animal power.

An electric line runs out of Cleveland, O., which comprises in all its branches sixty miles of track and was built as a passenger road. Today one-fourth to one-third of the total gross income of this electric railroad is derived from freight service. The farmers, instead of paying $2 to transport one load of milk or produce to market, pay from 5 to 20 cents a ton-mile for rapid electric service. The farmers telephone from their farms to the commission brokers in the city, and ship what is wanted with certainty of profit. When the country highways are equipped with freight-cars and freight terminal stations, the hardship of poor roads so far as drawing heavy loads is concerned will be effectively abated for the farmer. The agitation for improved roads for pleasure travel will continue in thickly settled, rich districts, but for the farmer no improved highway can compete with the steel track and the electric motor as freight-carriers. But for the introduction of steam railways we would have as magnificent roads as Europe, and the enlargement of the passenger trolley to a freight-carrier for the farmer will leave us without fine highways for the future.

SWINGING ROUND THE CIRCLE.

Whether by accident or design, or growing naturally out of its inevitable circumstances, this Presidential tour is evidently to form, as its principal achievement, an impressive and influential object-lesson in expansion. Wherever the President goes, the story of acquisition is thrust upon the attention. In the South there is revived the story of the National conquest of 1861-5. In Memphis one of the most vigorous rounds of applause came upon the President's indirect reference to the extension of the markets for Southern cotton. At Vicksburg the Chief Executive and his party passed under an arch made of cotton bales, the key-bale of which bore the word "Expansion."

From that time forward the President did not hesitate to discuss the subject openly and frankly, and his remarks at Vicksburg, Jackson and New Orleans may be said to have been based mainly upon this topic. Everywhere there have been unmistakable evidences of expansion sentiment. In New Orleans the President was especially happy in his allusions to this question, using both the demands of the cotton-raisers and the glory of the Louisiana Purchase in his presentation of the case. A more impressive spectacle would not have been devised than the acclaims of Texas over the merger of the republic into the American Empire, even including a theatrical display of the Texas flag. Before the journey is done, there will be reminders of the Gadsden purchase, the conquest of California, the occupation of Oregon and the Louisiana purchase. So prominently will all these chapters in expansion be brought out that one would almost suspect premeditation on the part of the management of the tour.

Everything that is urged against retention of the Philippines has been urged against every recurring act of expansion. At every step we have been riding rough-shod over the consent of the governed, absorbing regions that could not be assimilated, destroying the Constitution and undermining our civilization. They told on the floor of Congress how inaccessible Oregon was, how the Louisiana purchase would wreck the Constitution, how Alaska was not contiguous and could not be made into a state.

Wherever the President goes a free and happy people, rejoicing in the extension of American sovereignty by force or purchase, gives the lie to these forebodings of the past. And when some future day a Presidential tour includes Honolulu and Manila, the clear day of its rejoicing will put in sickly contrast these present nightmares of anti-imperialism's disordered brain.

WILL IT FILL THE CHURCH?

The Rev. Dr. Hillis, of Plymouth Church, proposes a National Saturday half-holiday in order to fill the church pews on Sunday. His idea seems to be that the demand for rest and recreation must be yielded to, and that the only way of saving the Sunday for the church is to give the people another half-day for play and mental refreshment. Of course, the half-holiday would be welcomed, provided wages were not reduced, but by another half-day of play, rest and recreation a full church would not be assured in consequence. Dr. Hillis ought to know that the increasing disposition to non-attendance on church which exists in New England in towns and families once conspicuous for support of religious worship is not due to the fact that the non-church-goers are overworked laborers who are too tired to attend church or too restricted in time for rest and recreation to give an hour or two to church. It is not fatigue, but religious, perhaps more accurately theological indifferentism, that causes slim church attendance and decaying churches in New England country towns where fifty years ago churchgoing was universal and churches were vigorously supported by an earnest and active male membership.

Today in New England towns a large number of men of high intelligence and character and influential position seldom go to church. They are not scoffers, nor as a rule turbulent Sabbath-breakers, but they are stay-at-homes who spend Sunday in reading, in social conversation with their neighbors, in driving for pleasure on the woodland roads. The non-church-goers in the country towns are in no sense overworked folk, suffering in mind and body for lack of rest, quiet and recreation throughout their week of grinding toil, as no doubt is the case with the mass of unskilled labor in the great cities. Another National half-holiday would not increase the number of weary laborers in the churches. In the great cities Saturday afternoon is a half-holiday in many lines of business, but church attendance has not increased with its establishment. If Saturday afternoon were a National half-holiday, it would simply be used to prolong the season of rest and recreation now represented by Sunday to the non-church-goers. There would not be more hours devoted to church than at present, but more hours devoted to play. This would be so because if a man really desires to go to church because he enjoys religion, nothing would afford him more recreation and rest than church service, with its devotional exercises.

The real reason why so many men stay away from church is not because they are too tired to sit under the droppings of the sanctuary, but because they have no relish for the weekly exposition of obsolescent theology and monotonous recitation of the moral alphabet. Dr. Hillis has a large and wealthy congregation of folk who are not starved throughout the week for lack of social rest and outdoor recreation. The majority of the men and women have time to go to the theater and attend fashionable festivities and social functions of all sorts. A good many of the men devote Sunday afternoon to seeing the races at Coney Island; a good many start on a yachting cruise Saturday afternoon, returning Sunday night or Monday morning. Furthermore, the great majority of people who go to the leading fashionable churches do not go thither because they really enjoy religion as Wesley, Whitfield, Edwards and their followers enjoyed religion. If they did really enjoy religion, there would be warm, heartfelt congregational singing instead of a high-priced choir, with its trained professional singers.

Of course, Congregational singing would not mean a fine vocal performance, but that is not what a real church is constructed to furnish. A church with a clerical Roscius or a red-mouthed "yellow-kid" sensationalist in the pulpit is not a true church at all. It is merely a place of entertainment and amusement; a kind of sanctified theater or opera-house. The expensive coincidents of the great modern churches afford a clear confession that they are not true churches at all. They are not places of religious atmosphere; they are competitive houses of Sunday theatrics and operatics, and a good many earnest-minded folk who really enjoy religion on Sunday but do not care for Sunday theatrics or operatics either stay at home with their families and friends and books or walk abroad on Sundays, when the beauty and beneficence of nature make the heart of rude men so grateful to its author and sleepless executive that they instinctively accept the broad creed of the poet who sang:

The turf shall be my fragrant shrine;
My temple: Lord: that arch of thine;
My censer's breath; the mountain airs,
And silent thoughts my only prayers.

A Seattle paper prints a half-tone engraving of the pioneer steamship of the Globe Navigation Company, which has been organized to run steamships from Seattle to "Pacific Coast, Alaskan, Hawaiian, Australian, Japanese and Chinese ports." This steamer is named the Tampico, and was built at Toledo last year. She is a well-built, economical freighter, and was undoubtedly put into the water at a much less cost than she could have been built for in a foreign yard. Large fleets of these big freighters have been turned out at the Lake yards within the past three years, and they have aided materially in restoring the American flag to the high seas. This fact was called to the attention of the Seattle paper by The Oregonian a few weeks ago, and that eminent advocate of the shipping subsidy graft proceeded to throw a rhetorical fit, and declared that all that enabled these vessels to be operated was the fact that they were in the protected lake and coastwise trade, where they did not meet the competition of ships of other nations. Now comes the Globe Navigation Company with its Tampico and other ships, and deliberately abandons the protected field, where theoretically it could make fortunes for its owners, and jumps right into the deep-water trade in opposition to ships of all nations. Worst of all, it is coming right out to Seattle, where the subsidy organ is continually asserting that American ships cannot succeed in the foreign trade unless they have Government aid. Facts of this kind are positively distressing to the theorists who have long ago argued out the impossibility of a legitimate enterprise succeeding without it is bolstered up by Government aid. An explanation from the Seattle protective standpoint of this latest ungrateful act of the American merchant marine will be interesting.

The walking delegate has been having things all his own way in some of the industrial centers of Montana recently. As a result, the smelter at East Helena has been closed for what seems to be an indefinite period, and the coal mines at Red Lodge and Bridger have been shut down. In the first instance the men were counseled to make their own terms with the company, and in the attempt to do so walked out. In the latter the coal companies shut down to avoid trouble on account of strike agitation by outsiders. It is estimated that the closing of the East Helena smelter will directly and indirectly throw 2000 men out of employment, while the shut-down at Red Lodge will throw 500 and that at Bridger 100 miners out of work. Having scored thus heavily for "labor," agitators should now take a Summer vacation in order to enjoy the fruits of their victory over capital while workingmen with families dependent upon them will have plenty of leisure to consider the proposition as to how the current expenses of shelter, food and raiment are to be met without wages.

The women of Albany who signed the petition asking the Governor to pardon Hugh Patterson feel, it is said, that an injustice has been done them in the intimation that in so doing they condoned the heinous crime of which the young man was found to have been a participant. It may be hoped, indeed, that their signatures to his petition did them an injustice, since it would be sad indeed were their names to be taken to mean what they really do mean in this connection. They can mean but one thing, and that is that the women whom they represent ask that this man be relieved from punishment for one of the most revolting, unmanly and in every way abominable crimes that has ever been perpetrated upon a young girl in this state. In extenuation of the action of the women who signed the plea for this criminal's release from penalty, it is said that "not one of them would forgive such a crime against a sister." It is needless to say that an excuse so narrow and selfish as this is only less discreditable than the act which it seeks to explain.

The problem which is harrying the antis this time is whether, if George Washington had surrendered to the English, the United States would now be a colony of Great Britain. Of course this speculation tentatively unheroes George Washington, but if Aguinaldo can suffer such a fall in reality George Washington can endure it provisionally for the comfort of antis.

Banker Van Norden, of New York, who denounces preachers for their long vacations, need not expect any sympathy in Portland. What with evolution, Unitarians, Jews, Catholics and moral waves, our orthodox ministers need vacations, and need them badly. What is Van Norden's grudge against the overworked pews, anyhow?

A trust can't possibly have troubles with its employes, says Mr. Flint in the North American Review. Here is a hint for the street-car combination controlling the lines of Albany, Troy, Cohoes, Watervliet and Rensalaer, whose men walked out yesterday morning.

The Presidential tour is also an antidote to the Democratic reaction of 1902; and it will have its effect, that's a fact.

DISTRIBUTION OF EXPORTS.

The portly volume in which the Bureau of Statistics records the foreign commerce of the country for the fiscal year which ended June 30, 1900, has just been issued; and while the general totals were printed last Summer, and the distribution of exports is given in the monthly reports as to a few leading articles and countries, the distribution of all exports among all countries appears only in the annual volume. We give some of these analyses.

The agricultural implements exported consist chiefly of mowers and reapers; these constituted a good deal more than two-thirds of the whole. The total in value and the amounts taken by several countries were as follows:

Aggregate	$16,099,143
Canada and Newfoundland	2,911,203
Argentine	1,805,744
Australasia	898,242
Uruguay	180,832
France	2,910,573
Germany	2,856,454
United Kingdom	1,350,443
Russia	1,030,730
British Africa	215,976

The figures for Russia include Asiatic Russia. It has been represented that our trade with Russia is much grater than our custom-house figures show, and it is of course quite possible that exports for Russia are consigned to a German port. But as the exports above to France are larger than those to Germany, it seems unlikely that the German figures should cover any considerable amount of goods destined for Russia. The large exports to France and Germany are particularly notable, for, until recently, Great Britain was our best customer in Europe for agricultural implements.

The principal distribution of instruments and aparatus for scientific purposes, including telegraphs and telephones, was as follows:

All	$6,435,766
United Kingdom	1,145,764
Germany	516,803
Japan	313,076
Argentine	259,908
Brazil	222,137
Italy	124,966
British Africa	93,447
Peru	75,353
France	1,257,719
Australasia	535,057
Mexico	424,037
Canada and Newfoundland	281,242
Cuba and Porto Rico	250,693
Belgium	142,711
Hawaii	115,827
British East Indies	87,777
Russia	65,554

We exported 341,656 tons of steel rails, the destination of the greater part of which was as follows:

Canada	117,600
Japan	40,519
Australasia	18,473
Hawaii	9,342
United Kingdom	6,728
Holland	3,216
Brazil	3,171
China and Hong Kong	2,139
Russia, in Asia	72,550
Mexico	26,300
British Africa	12,598
Cuba	8,211
Sweden and Norway	3,911
Portugal	2,600
Argentina	2,219

Between a thousand and fifteen hundred tons each were sent to Belgium, Italy and France. Five hundred and twenty-five locomotives were exported, of which there went to—

Mexico	93
Russia, including Asia	84
British East Indies	27
France	22
Japan	19
British and French Africa and Egypt	18
United Kingdom	84
Canada and Newfoundland	51
Belgium	23
China	30
Brazil	18

The principal destinations of 56,275 tons of structural steel were as follows:

Japan	10,207
Canada	7,721
United Kingdom	6,888
Hawaii	2,895
Netherlands	1,502
Sweden and Norway	767
Porto Rico	513
Denmark	449
British East Indies	8,471
Mexico	7,689
Argentina	3,142
Cuba	2,046
Australasia	1,135
Belgium	726
Brazil	497

The export of builders' hardware, saws and tools amounted to $9,645,924. Our best customers were—

United Kingdom	$2,156,661
Canada and Newfoundland	821,824
Cuba	349,355
Argentina	296,961
Belgium	293,290
Sweden and Norway	194,410
British Africa	168,109
Australasia	1,325,793
Germany	1,096,987
Mexico	510,793
France	387,887
Brazil	296,746
Denmark	202,180
Holland	187,183
Japan	106,251
British East Indies	95,384

The exports of machinery have become so great that they are itemized in these reports much more than they used to be. The total exports of the various classes of machinery were as follows:

Cash registers	$ 813,096
Laundry	441,562
Printing	1,219,774
Sewing	4,541,774
Fire engines	14,915
Stationary	673,197
Typewriters	2,697,544
Electrical	4,340,992
Metal working	7,193,390
Pumping	3,112,525
Shoemaking	1,163,365
Locomotives	5,582,403
Boilers	1,767,856
All other	21,913,202
Grand total	$55,485,495

Boot and shoe exports have not been important until recently. In the last fiscal year they amounted to $4,276,656, distributed thus:

Australasia	$1,174,497
Canada and Newfoundland	415,960
Cuba	245,937
British West Indies	195,768
Germany	115,441
United Kingdom	950,267
Mexico	353,691
Hawaii	191,884
British Africa	125,146
France	68,819
Colombia	54,145

We exported 5,411,329 tons of bituminous coal, much the greater part of which went to the Dominion. The principal other takers were as follos, the European figures being particularly interesting, for it was the first year of any considerable coal exports to Europe:

Mexico	642,175
British West Indies	122,339
Philippines	63,469
Gibraltar	42,308
Colombia	17,618
Austria	12,968
Cuba	322,439
Italy	70,157
France	56,317
Hawaii	38,228
Portuguese Africa	13,697
Spain	12,436

Portugal and the Azores took over 7000 tons each, Sweden and Norway over 4000, Holland and Denmark over 3000, Germany 2570, and the United Kingdom only 185, though there was a story of a lot of gas coal shipped to London.

We exported 352,194,989 yards of cotton cloths, colored and uncolored. The larger takers were as follows:

China	182,022,681
Hayti	12,465,599
British East Indies	9,304,827
United Kingdom	6,099,009
Brazil	5,878,121
Argentina	1,827,837
Chile	10,699,729
Cuba and Porto Rico	12,821,659
Canada and Newfoundland	3,894,038
Venezuela	6,215,857
British West Indies	5,530,624
Germany	217,350

In the past few months our manufactured exports have been declining as compared with last year, but this annual report shows to what extent tht products of our factories have penetrated every corner of the world, and our manufacturers will do well to keep the foreign markets open to them. They will need them one of these days, and it takes time to turn the course of trade.

THE BOER AND THE DUTCH.

Poultney Bigelow in the Monthly Review.

In the early days—before 1815—the Dutch Government disliked the Boer and persecuted him more than ever did the English in the succeeding years. But that fact has been lost sight of nowadays, when the Dutch of Holland seek to demonstrate that the Boer is their kith and kin. The German now speaks in the most affectionate way of his cousin the Boer, for it is the fashion to pretend that the Boers would naturally welcome German or Dutch control in South Africa. But this view is entertained by people who take counsel of their hopes rather than of history. The Boer dislikes the Hollander cordially—their ways are very far apart, and the supercilious clerk of Rotterdam excites only contempt in Pretoria. He was only tolerated because Dr. Leyds declared him necessary.

As for the official German the Boer of South Africa knows him as a neighbor to be more dangerous than England. Efforts were made after the Jameson raid to trek away into German West Africa, but those who took part in this came back so much discouraged that they effectually put an end to all desire of nearer acquaintance with their cousins from the Spree. They found in the Germany colony an officialism more intolerant than suited them. Indeed, contact with official Germany has done much to reconcile the Boer to his lot under the British flag.

The Boer of the Kruger type, who has been the foremost in ambushing the advance column of English progress, is grossly misrepresented when credited with a preference among European governments. He despises them all equally. European civilization is to him a corrupt thing, calculated to undermine the pristine virtues of the people. He looks upon the man of modern Europe as the Puritans of the Restoration looked upon frivolous cavaliers and theatrical performances. For political purposes the Dr. Leyds portion of Boerdom has created the impression in Europe that the Kruger followers would welcome a Dutch or German protectorate as against that of England. That idea, to the Kruger Boer, is absurd.

Talk of the Southern Mountaineer.

Scribner's.

In his speech the mountaineer touches a very remote past. Strictly speaking, he has no dialect. The mountaineer simply keeps in use old words and meanings that the valley people have ceased to use; but nowhere is this usage so sustained and consistent as to form a dialect. To writers of mountain stories the temptation seems quite irresistible to use more peculiar words in one story than can be gathered from the people in a month. Still, unusual words are abundant. There are, perhaps, 200 words, meanings and pronunciations that in the mountaineer's speech go back unchanged to Chaucer. Some of the words are: Afeard, afore, axe, holp, crope, clomb, peert, beest (horse), cryke, eat (ate), farwel fer (far), fool (foolish—"them fool-women"), heepe, hit (it), I is, lepte, pore (poor), right (very), alyk, study (think), souple (supple), up (verb—"he up and done it"), usen, yer for year, yond, instid, yit, etc. There are others which have English dialect authority: Blather, doated, antic, dreen, brash, faze (now modern slang), fernent, ferninst, master, size, etc. Many of these words, of course, the upper classes use throughout the South. These the young white master got from his negro playmates, who took them from the lips of the poor whites. The double negative, always used by the old English, who seem to have resisted it no more than did the Greeks, is invariable with the mountaineer. With him a triple negative is common. A mountaineer had been shot. His friends came in to see him and kept urging him to revenge. A woman wanted them to stop.

"Hit jes' raises the ambition in him and don't do no good nohow."

The English Drink Question.

Homiletic Review.

We sometimes vainly pride ourselves with the notion that there is more serious religion in England than on the Continent. Yet in opposition to the curse and ruin of drink France is stirring, Belgium is stirring, Switzerland is stirring, Austria is stirring, Russia is stirring, even Spain is stirring; Sweden and Norway have long saved multitudes of their population from destruction by drink. America has long adopted repressive measures. And in this matter of vital importance all these countries have shown themselves more brave, more conscientious, more in earnest than we are. We flatter ourselves that intemperance is on the decrease, and yet the drink bill of 1899 was £162,163,474, which is £7,652,000 in excess of what it was in 1898. And with what result? With the result that our paupers, our criminals, our lunatics, our suicides, our murderers, our habitual drunkards rise against us to condemn us for our careless neglect of the thing which ruined them. We still speak with horror of the massacre of the innocents by Herod; but through drink we massacre and cause to be massacred, to be starved, to be beaten to death, to be overlaid by drunken mothers, and especially on Saturday and Sunday evenings, thousands more than the children whom Herod once slew in Bethlehem. One of the ablest of our workingmen representatives, Mr. John Burns, has said: "What England wants is, not a whiff of grapeshot against its foreign foes, but a breath of Puritanism over its national life."

Badajos and Ladysmith.

"Wellington's Men," by W. H. Fitchett.

One curious incident in the siege of Badajos may be related. The day after the assault two Spanish ladies, the younger a beautiful girl of 14, appealed for help to two officers of the Rifles, who were passing through one of the streets of the town. Their dress was torn, their ears, from which rings had been roughly snatched, were bleeding, and to escape outrage or death they cast themselves on the protection of the first British officers they met. One of the officers was Captain Harry Smith of the Rifles. Two years later he married the girl he had saved in a scene so wild. Captain Harry Smith, in after years, served at the Cape as Sir Harry, and this Spanish girl, as Lady Smith, gave her name to the historic town which Sir George White defended with such stubborn valor. The two great sieges of Badajos and Ladysmith are separated from each other by nearly a century, but there exists this interesting human link betwixt them.

Restricting Sale of Poisons.

Pittsburg Commercial Gazette.

No intelligent reader of the newspapers needs to be told that poisons are much too easily obtained by people who make a harmful use of them. In connection with nearly every suicide by poison the fact is developed that the drug was obtained without difficulty, and in a majority of cases no questions were asked. The laws should be sufficiently stringent to make the purchase of a poison impossible without a physician's prescription, and even in this case no careful druggist will rely wholly upon the prescription should there be suspicious circumstances connected with the purchase. Suicide will not be stopped by making the purchase of poisons impossible by laymen, but a fruitful source of scandal and shame to the drug trade will be removed.

Abe Lincoln.

"Shifting Scenes," by Sir Edward Malet.

Of all the great men I have known Lincoln is the one who has left upon me the impression of a sterling son of God. Straightforward, unflinching, not loving the work he had to do, but facing it with a bold and true heart; mild whenever he had a chance; stern as iron when the public weal required it, following a bee-line to the goal which duty set before him. I can still feel the grip of his massive hand and the searching look of his kindly eye. . . . I remember that when Lord Lyons, who was a bachelor, went to communicate the news of the marriage of the Prince of Wales to him officially, he took the Queen's letter in his hand and said: "Well, Lord Lyons, all I can say is, 'Go and do thou likewise.'"

NOTE AND COMMENT.

Hon. H. B. Nicholas is entitled to a reserved seat when the empire comes to town.

Can't we get up a little discussion about a state flower, just to pass the time away?

It is not of record that President McKinley desired to route his tour through Victor, Colorado.

Let us hope that the Constitution will not follow the flag—that is the flag on the Shamrock's main gaff.

If Filipino generals keep on surrendering it will be necessary to build a new jail in Manila to hold them all.

The proverb to the effect that time and tide wait for no man was invented before the days of J. Pierpont Morgan.

A Paris paper says that America cannot buy the esteem of France. It is not generally known that America has put in any bids.

The advent of the open cars has caused the end seat hog to come out of his burrow and do his little specialty of being as disagreeable as possible.

The mayor of Omaha says he will not permit soda water to be sold there on Sunday. The young men of the town must have been subsidizing him.

The soldier of the legion, as has been his wont
for years,
Will soon cash in forever on the desert of Algiers,
And ere the foolish urchin on the hot and burning deck
Will remain there like an Indian till he gets it in the neck;
For we're near the fervent season, when great thoughts and words sublime
Will be heard from every rostrum, at the glad commencement time.

Prince Christian, of Denmark, has more than once demonstrated his coolness and personal strength. Recently the heir to the Danish crown was driving with the Princess, when the bells on their horses startled the animals in another sleigh, which was overturned, the occupants being entangled in their rugs. The startled horses bolted, and the unfortunate passengers were in great danger, but the Crown Prince immediately leaped out of his sleigh, seized the runaways and brought them to a standstill.

There's a stirring breath of Springtime in the wind that passes by,
There's a tempting invitation in the blue of yonder sky,
There's a picture of the flowers and the fields that fills the mind,
Where the country roads go winding when the city's left behind,
And the trees and streams and mountains all together seem to say,
"Leave the dull and dusty city; come where Springtime points the way."

A new departure in library service has been inaugurated by the public library at Springfield, Mass., where 100 persons have agreed to pay 5 cents a week for 10 weeks for home delivery of books. Each patron specifies 10 books at the start and the time of use is the same as if called for at the library by the user. The innovation, it is believed, will greatly add to the patronage of the library. If it proves a public accommodation, the example will doubtless be adopted throughout the country.

H. B. Irving, who is the second son of Sir Henry Irving, is busy on a unique work, in which he has analyzed the cynicism, refined cruelty and sheer brutality shown by such criminals as Lacenaire, Troppmann, Prado and Ravachol. Mr. Irving has selected those criminals whose individualities and misdeeds remove them from the category of ordinary malefactors. It may be interesting to know that long before Mr. Irving became an actor he was interested in the study of crime. His rooms at Oxford were piled high with criminal records. The same subject interested him during his brief career at the bar.

The story of the May dew is well known, and it is stated that the Rosicrucians received their name from the preparation of a red odoriferous spirit which they procured from it by repeated distillations. To remove freckles it acts like magic, and is also declared to be a splendid bleach for linen, whitening it as nothing else can. But the chief virtue of May dew and the most important is that it beautifies and renders comely the most homely of creatures. The recipe calls for bathing the face in the wet, bedewed grass and flowers before Old Sol throws his first gleam across the fields. Although the idea is now merely looked upon as an absurdity, in earlier centuries it was not uncommon or wonderful to discover ladies young and old, great and small, out collecting the sparkling drops which became a priceless treasure, the most highly prized acquisition of the toilet.

PLEASANTRIES OF PARAGRAPHERS

Her First.—Mrs. Nuwed (at the cigar store)—I'd like to see some cigars for a stout, dark man, please!—Puck.

Paradoxical.—Maude—They say Nell is unhappily married. Clara—And yet she appears in a new gown and hat every few days.—Chicago News.

Small Brother—Are you going to marry Sister Ruth? Caller—Why—er—I really don't know, you know! Small Brother—That's what I thought. Well, you are!—Life.

Fannie—You mean thing you! You never ask me to lunch, and I've heard you ask Kate Rice more than a dozen times. Harry—But, you see, she never goes.—Boston Transcript.

Uncle Bob (who has just treated his nephew in a Parisian restaurant)—Not a bad dinner for three francs, eh? Nephew (who is still growing)—First rate. Let's have another!—Tit-Bits.

A Bird Dog.—Dunwell—I thought when you sold me this dog you said he was a good bird dog? Ike Clodhopper—He is; you jes try feedin' him on fried chicken an' see.—Ohio State Journal.

Depends.—"Do you think a man could save money on a salary of $2 or $3 a day?" "He might," said Senator Sorghum, reflectively, "if he was drawing that salary as a member of a State Legislature."—Washington Star.

The Woman of It.—Suburbs—What was that you said about the automatic fire extinguisher? Mrs. Suburbs—After the expense you went to in buying it, I think it's a shame that the house hasn't ca