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TODAY'S WEATHER—Occasional rain; probably cooler; brisk and possibly high east to southeast winds.

YESTERDAY'S WEATHER—Maximum temperature, 50; minimum temperature, 39; precipitation, trace.

PORTLAND, THURSDAY, JAN. 2.

OUR INSULAR PUZZLE.

A reader of The Oregonian complains that he has not been able to ascertain from its columns just what the Supreme Court has held, on the relations of the Philippine Islands to the United States. Perhaps it is not wholly the fault of The Oregonian, since in fact many lawyers of National reputation are still disagreed as to the actual meaning and bearing of the insular decisions. The Oregonian has tried to find out; yet it confesses there remains an insoluble quantity, as in those mathematical puzzles which take the name of irrational equations, where there is a value apparently "left over," but never ascertainable. Now, while The Oregonian is by no means sure that it can throw any additional light on the subject, it will add a word or two.

In one of the Porto Rico cases it was held (five to four) that Porto Rico is "not a foreign country, but a territory of the United States"; and in another Porto Rico case it was held (five to four) that, although Porto Rico is in a revenue sense, "territory appurtenant to the United States," yet it is "not a part of the United States." It was Justice Brown who made the fifth man in each case. Inconsistency has been alleged between his positions in the two cases; but his opinion fixed the rule or made the law, and the Foraker act as to Porto Rico therefore was constitutional.

Again, in the case from the Philippines, five Judges out of nine, following the adjudication in the second of the Porto Rico cases, held that the Philippines, after the treaty of peace with Spain, ceased to be foreign territory, became subject to our sovereignty, yet were not part of the United States; and hence the existing revenue laws applicable in the United States could not apply there. This gives Congress warrant to enact fiscal and other legislation for the Philippine Islands, as it had already done for Porto Rico.

There is apparent contradiction in the statement that territory may belong to the United States, yet not be part of the United States. The subject must be studied historically, if it is to be apprehended in its true light. Under the general power of sovereignty the United States may unquestionably acquire territory. Yet the Constitution was made for states and deals with states or with the people thereof. It was not made for territories, which are subject to the control of Congress. It is on this basis that the authors of the Porto Rico and Philippine legislation seek to justify their action. But, however strong they may be in this argument, they leave the moral question out altogether—the question whether it is just to deal with the islands in this way, and whether it is the way to reconcile them to the sovereignty and rule of the United States.

THE MAIN ISSUE AVOIDED.

Judge Lochren is clearly right in deciding that the question of retiring the preferred stock of the Northern Pacific has no legal connection with the organization of the Northern Securities Company, whether that corporation be legitimate or not. However, that was not the main issue before the court. That was introduced collaterally as a link in the chain of allegations going to show that consent to the retirement of the Northern Pacific preferred was obtained through a deal represented by the Northern Securities. But for the adjustment of interests in that so-called trust, or in some other way, it is certain that the Harriman people would not have consented to any agreement involving retirement of the very stock that gave them control of the Northern Pacific. If consent of the preferred stockholders of the Northern Pacific was essential to the validity of the act, the statement of the consideration or arrangement by which the consent was obtained was very pertinent information, though it had no legal relation with the direct act of retirement.

Upon the main point the Judge is not so clear. While there is no room to doubt the power of the Northern Pacific directors to retire the preferred stock from the current income of the company, it is by no means so evident that a mortgage lien upon all the Northern Pacific property can be created in order to effect such retirement. That is transmuting a mere corporation share, subject to all the vicissitudes of the company's fortunes, into an obligation that can foreclose common stockholders if its demands be not met otherwise. As preferred stock it would receive interest only when such interest should be earned by the company. In the transmuted form its interest becomes a fixed charge, default in payment of which may throw the company into bankruptcy court and force reorganization. This process would be in every way advantageous to the holder of the new obligation and against the interest of the common stockholder. And it would be an advantage which was never contemplated for the preferred stock. How Judge Lochren justifies this proceeding does not appear in the news of his decision.

There is every promise of a long and bitter legal battle over this question. This of itself will affect the securities involved almost as unfavorably as would an adverse decision in the first place. It will operate against the marketing of the new Northern Pacific securities and also against the stock of the Northern Securities Company. Though the financial combination supporting these may be colossal, it may well be questioned whether it will have the strength to stand in the face of such conditions. The money to be made by organizing those inflated corporations lies in selling to outsiders, not in holding the paper. If the way to a good market be blocked, the case is already practically won against both the Northern Pacific retirement and the Northern Securities "trust." At any rate, the public has nothing to gain from any course that shall hold the gigantic railroad combinations together. And Judge Lochren may find the Supreme Court as loth to follow him in this railroad decision as it was to follow his dictum in the Porto Rico tariff case.

A CREED OUTWORN.

M. Cambon is very anxious for reciprocity between France and the United States. He presents his plea in terms that unmistakably suggest the alternatives of the proposition. That is to say, if we don't make concessions, we have only to expect reprisals. Germany is very frank in enunciation of this dogma of commercial belligerence; and in the United States the conception has great vogue, no less an authority and powerful a leader than Senator Allison having proposed that we should enact duties on products now coming in free in order to use them as trading stock for concessions in our favor.

This idea of capturing trade with the bludgeon of punitive tariffs is not suited to the United States in its present stage of development, and it is open to question, in the light of British history on the one hand, compared with that of Spain on the other, and even in the light of Germany's present industrial straits, how far the benefits of restriction atone for unnatural conditions created and dangerous powers built up in private hands within the body politic. The past aside, it ought to be reasonably clear to unprejudiced inspection that the results contemplated in a belligerent trade policy are not the results of which we stand in need today. Our concern is no longer the home market, but foreign markets. Now, high tariffs are confessedly designed to conserve the home market. They were never advocated as a means of promoting foreign trade. Their avowed object, in fact, was to discourage it.

The naked fact is, of course, that the proposal to utilize tariff taxes on imports as an instrument of trade promotion is a pretense, designed to cover up subservience to strong protected interests that have outgrown the need of protection, but are determined to hang on to the undue profits it affords them in the home market. This is the basis of the steel trust's resistance to tariff agitation in this country, and in Germany the demand of agrarianism that the masses be rigidly held to dear bread in order that landowners may make money off them.

The plain, just and effective way to promote trade is to reduce the tariff on everything that can stand the reduction, taking the Treasury's needs into the account. An added reason why this mode is preferable to the Cambon-Von Bulow-Allison idea is that to pick out certain nations, like France, for favors is to select other nations, like Germany, for unfavorable discrimination. In doing the handsome thing by one, we discriminate against the other. It is perfectly idle to say that the only way we can reform the tariff is through reciprocity treaties drawn in the interests of certain protected manufacturers who are desirous of increasing their exports. Tariff bills do not make panics. The right kind of a tariff reform bill today would be a welcome stimulus to our industries and a splendid stroke of Republican politics.

NO FRICTION, ONLY FRICTION.

It is a pleasure to find, in General Chaffee's interview, such satisfying reassurance concerning the differences between our civil and military establishments in the Philippines. In the first place, the General assures us, there has been no friction. In the next place, when any friction arose, it has been eliminated. In the third place, friction has always arisen over matters of purely personal opinion. In the fourth place, in all cases of friction the military has given way to the civil commission.

This somewhat illogical explanation is the frank effort of a brave man to make light of inevitable difficulties, emphasize everything of a reassuring character, and extend every offer of conciliation and good-fellowship. It is earnestly to be hoped that he will be met half way by the commissioners, who seem to stand in great need of the spirit of concession and the faculty of looking on the other side of the question. It is perfectly certain that what errors have been made by the local Philippine authorities have been those of too great extension of civil government and relaxation of military government. We need less concessions from the military to the civil commission, and more of the opposite sort.

The American Army represents in the Philippines not so much the sovereignty of the United States as it represents humanity's common cause of peace and order. It is in behalf of no right interest that treachery and rapine pursue their course in the islands. It is not in the interests of the inhabitants who wish to follow the pursuit of industry, or of the world at large, or of the progress of mankind in material, intellectual and moral development.

It is a mistaken idea that the Army represents despotism and the civil commission represents free government. Our American officers are as thoroughly imbued with the principles of liberty, as desirous of securing and maintaining peace, and as competent to govern as are men more directly drawn from American civil life. We have no more enlightened lawyer or competent administrator than Secretary Root. The Philippines would be well off in the hands of the Army. What mistakes can be made by yielding to sentimental foolishness in such matters is shown by our dealings with the Indian.

A MOVEMENT FOR PROGRESS.

The renewed movement for improvement of the Upper Columbia and Snake Rivers proceeds from the basis of an imperious necessity. Time has come at last when interests both local and general demand that this work shall be taken up with serious and positive intent and pushed with utmost energy. The development of a vast and relatively new country stands practically at halt, waiting upon the time when the great river highway connecting the interior basin of the Columbia with the sea shall be freed from a few barriers which now make navigation difficult and costly, and for a large part of the year impossible. No real problem is involved in this project. The work needed to be done is plainly in view, and the ways to do it have been prescribed by the Government's engineers. It is now a matter of interesting Congress—of getting the money—and to this task the communities which stand directly related to the project are proposing to address themselves.

The drainage area of the Upper Columbia River includes in United States territory—not to mention that vast section of the basin which lies in British America—approximately 180,000 square miles, a territory equal superficially to the States of New York, New Jersey, Pennsylvania, Maryland, Connecticut, Rhode Island, Massachusetts, New Hampshire, Vermont and Maine. In other words, it is a country as large as New England and the Middle States, with a fraction of the South thrown in. And it is no stretch of the truth to say that it is intrinsically a better country, viewed from the standpoint of capacity for material production. It is a region of incomparable resources—rich in agricultural lands, in timber, in minerals and in ten thousand other potential conditions—and in its present partly settled and pioneer state it contributes enormously to the general wealth of the country. Every section of this vast district has a direct and immediate interest in the project to improve the Columbia and the Snake Rivers, for to tear out the barriers which obstruct these streams at a few points and to open them up to free navigation means to release the country from the one adverse condition which now paralyzes its energies and puts clogs upon its development and progress.

It has been urged by those who seek arguments to delay the opening up of the rivers that the railroad is the modern instrument of transportation, and that it will do the business of the Columbia River Basin as it does of all interior countries, under any and all conditions. Open your rivers, say these critics, and they will continue to flow unvexed by traffic, for the railroads will continue to carry the merchandise of the country. This is measurably if not literally true, but it involves an argument essentially false, for it disregards the relationship of navigation systems to railroad rates. It is, as everybody knows, the policy of railroads everywhere to engross in so far as it is possible the traffic of the territories through which they operate; and if the business cannot for any reason be secured at high rates, it will be taken at lower rates. Under one soft pretense or another the deep motive of every railroad manager is to get from the traffic all that it will bear; and application of this principle puts those regions which lie outside the range of navigation, or other means of transportation which cannot be monopolized, at prodigious disadvantage as compared with regions whose people may at their pleasure turn from the railroads and employ other means of carriage.

Illustrations of this advantage are numberless the country over, and we have not to go away from home to find them. For example, the rails of the Southern Pacific lie alongside the Willamette River in this state for upwards of a hundred miles, and every shipper knows that this fact radically affects freight rates both up and down the Valley. The railroad carries the bulk of the business, to be sure, but it does it for a price much less than it would be done for if the river were not where it is, and so available to the shipper. The full measure of this advantage will be seen by comparison of the Southern Pacific schedules covering the mileage between Portland and Upper Valley points and other sections of the same road covering country in California and elsewhere removed from the competition of navigable waters. Another illustration is afforded—or was before "community of interests" was established between the O. R. & N. Co. and the Southern Pacific—in the rail rates between Portland and San Francisco, where the Pacific Ocean enters into the calculation, and between Portland and Southern Oregon points away from navigation or other competition. A hundred other instances might be cited to demonstrate that wherever a railroad operates in proximity to navigable waters it establishes its rates with reference to that condition on a low basis. The principle is as positive and certain as any other of the well-known laws of commerce, and those who leave it out of account in dealing with projects like that for improvement of the Upper Columbia and Snake Rivers are wanting in the candor which ought to characterize every discussion of public interests.

Nobody better understands the relationship of open waterways to transportation rates than the people of the Columbia River Basin. They feel that they are not being generously dealt with by the transportation agencies which serve them. They feel that railroad charges are higher than they should be. They see their country, in spite of its incomparable resources, moving tardily in its development. They see with a clear estimate of all the conditions that their future is bound up with the project for improvement of the rivers, and they are crying out in tones which must be heard for action at the hands of the Government. The sentiment for opening the rivers is universal; it goes deep; it will not be cajoled into silence and inaction, but will press its claims until the scheme of open navigation for the upper waters shall be achieved.

Portland ought to be heard in this matter. Her interest is one with that of the Columbia River Basin. She is in a position vastly to serve the interior and at the same time to serve herself. She commands forces of capital, organized business energy, commercial spirit and political authority, and she ought to employ them all without reserve in this renewed movement to unlock the interior rivers. Portland should be the center of the agitation by which it is hoped shall stir Congress to a sense of opportunity and duty. Portland clearly has her own opportunity and her own duty in this great matter. Let her lead off with something of the spirit recently displayed in relation to another large enterprise, and the end will be certain.

But still The Oregonian must say that the immediate need, the most pressing need, is the extension of the jetty for greater depth of water at the mouth of the Columbia River. The bar has shoaled to an extent that constitutes a most serious obstruction to commerce. Desirable as an open upper river is, improvement there will be of little avail to the country so long as conditions at the mouth of the river are such that vessels are detained or heavy vessels cannot come and go. The jetty work at the bar must not be postponed to any improvement elsewhere on the river. A safe and sufficiently deep channel there is the first necessity; and conditions there at the present time are so grave as to fill the minds of those who know them with deepest concern. We want the work carried on upon the upper river, but not neglect or supersedure of the work upon the bar at the mouth of the river; for without an open way for deep vessels to and from the sea no improvement of the upper river will have value.

The notable foreigners who have died within the past year are Queen Victoria, General Gourko, the famous Russian General, Empress Frederick of Germany, Lord Armstrong, the famous inventor; Li Hung Chang, Verdi, the last of the great composers of Italian opera; Crispi, the great Italian statesman; Duc de Broglie, Sir Walter Besant, English novelist. The list of famous Americans includes President William McKinley, ex-President Benjamin Harrison, ex-United States Senator Bradbury, of Maine, aged 99; ex-United States Senator William M. Evarts, Ignatius Donnelly, John Swinton, journalist; William E. Channing, poet; John Fiske, historian; Bishop Whipple, of the Protestant Episcopal Church; P. D. Armour. Generals George W. Getty, Fitz John Porter, Robert Macfeely, R. N. Batcheider, John P. Hatch and Robert Williams, of the regular Army, have added their names to the roll of the dead soldiers of the Union Army. United States Senator William J. Sewell is the most distinguished veteran volunteer officer who has passed away. The Confederate General Perry is among the dead of the year. The dead of Europe number no one of the first rank in science or literature. Among statesmen Crispi was Italy's ablest man after Cavour. Gourko was the only Russian General that ever carried a Russian army up to the very gates of Constantinople, and Verdi was in the first rank of composers of Italian opera. Benjamin Harrison is the most eminent name on the list of our American dead. William M. Evarts stood in the first rank of the legal profession, and Generals Fitz John Porter and George W. Getty belonged to the first rank of Union soldiers in military capacity and courage.

The events of the Boer War are little else than a series of surprises and ambuscades, in which the Boers, through their superior mobility, have a general advantage; but there can be but one termination, since the time will come when the Boer forces, worn down by constant attrition, can no longer push the desperate enterprises that have enabled them to keep the field. It is a struggle of resources; for the pluck of the combatants is equal. The Boers naturally avoid collisions in considerable bodies, since they cannot afford to lose the men that heavy battles would cost them. In order to cover the country the British forces must be subdivided into small commands, and this affords the Boers an occasional opportunity for a contest with inferior numbers. The Boers show great enterprise and skill in seizing every advantage of this kind. And yet their effort is an irrational one. They cannot possibly prevail, for the integrity of the British Empire is at stake, and abandonment by the Government of the struggle in South Africa would be the beginning of the dissolution of the empire. Nor is the Englishman the only person who sees this. The whole world knows it well.

The American Cotton and Wool Reporter says that during the year 1901 the number of new textile mills erected or begun in the United States was 464, as compared with 531 during 1900, a decrease of 67 mills. The number of new woolen mills has increased, the total for the year being 81, as compared with 43 last year. There has been a marked falling off in the construction of new cotton mills, owing, in part, to the lessened demand for cotton goods in China. No less than 110 new knit goods mills have been built this year. The Reporter says that "the number and magnitude of the enlargements and improvements during the past year have been phenomenal." Another interesting fact is that Northern construction increased last year, while the falling off has been chiefly in the South. Hitherto the growth in the South had been relatively faster.

A Chicago professor is delving into the mystery of life, and imagines himself on the way to its discovery. To hint to him that he is like to vanity we may borrow the question of Lophar, the Noamathite: "Canst thou by searching find out God? Canst thou find out the Almighty unto perfection? It is as high as heaven; what canst thou do? Deeper than hell; what canst thou know?"

The President "received" at the White House yesterday. Everybody dressed up in his insignia and regalia and passed in review before the President. Conspicuous among those present were the gold braid of General Miles and the gold medal of Admiral Dewey. If Chief Concomly, of the Chinooks, could have been there, he probably would have had on his trinkets also.

The Chamber of Commerce has never done a wiser or more useful thing than its re-engagement of Henry E. Reed as assistant secretary, with enlarged powers and salary commensurate with his services. His native energy, wide acquaintance and long newspaper experience have helped the Chamber to much of its recent activity and effectiveness.

As soon as the Presbyterian committee on creed revision makes its report, members of the church will no longer be kept in suspense about what they believe.

As many of our people as possible ought to go to Charleston and see how a fine and successful exposition may be had, on a moderate scale.

Miss Stone has not been dead for some time, so that she is probably alive.

GOETHE'S FORECAST.

Letter in New York Times.

The present interest in the Isthmian canal makes the following words of Goethe worthy of notice. They are found in his Conversations with Eckermann in 1827.

He (Goethe) spoke much, and with admiration, of Alexander von Humboldt, whose work on Cuba and Colombia he had begun to read, and whose views as to the project for making a passage through the Isthmus of Panama appeared to have a particular interest for him.

"Humboldt," said Goethe, "has, with a great knowledge of his subject, given other points where, by making use of some streams which flow into the Gulf of Mexico, the end may perhaps be better attained than at Panama. All this is reserved for the future, and for an enterprising spirit. So much, however, is certain, that, if they succeed in cutting such a canal that ships of any burden and size can be navigated through it from the Mexican Gulf to the Pacific Ocean, innumerable benefits would result to the whole human race, civilized and uncivilized.

"But I should wonder if the United States were to let an opportunity escape of getting such work into their own hands. It may be foreseen that this young state, with its decided predilection to the West, will, in 30 or 40 years, have occupied and peopled the large tract of land beyond the Rocky Mountains. It may, furthermore, be foreseen that along the whole coast of the Pacific Ocean, where nature has already formed the most capacious and secure harbors, important commercial towns will gradually arise, for the furtherance of a great intercourse betweeen China and the East Indies and the United States. In such a case it would not only be desirable, but almost necessary, that a more rapid communication should be maintained between the Eastern and Western shores of North America, both by merchant ships and men-of-war, than has hitherto been possible with the tedious, disagreeable and expensive voyage around Cape Horn.

"I therefore repeat, that it is absolutely indispensable for the United States to effect a passage from the Mexican Gulf to the Pacific Ocean, and I am certain that they will do it.

"Would that I might live to see it! But I shall not. I should like to see another thing—a junction of the Danube and the Rhine. But this undertaking is so gigantic that I have doubts of its completion, particularly when I consider our German resources. And, thirdly and lastly, I should wish to see England in possession of a canal through the Isthmus of Suez. Would I could live to see these three great works! It would be well worth the trouble to last some 50 years more for the very purpose." G. N. B.

A Lewis and Clark Legend.

Morton's Nebraska Conservative.

Lewis and Clark in their memorable expedition for the exploration of the Missouri River on July 19, 1804, touched the townsite of Nebraska City. The Journal of the travels relates that on that date "we reached some high cliffs of a yellow earth, on the south, near which are two beautiful runs of water, rising in the adjacent prairies, and one of them with a deer lick, about two hundred yards from its mouth. In this neighborhood we observed some iron ore in the bank. At two and a half miles above the runs (the two Table Creeks) a large portion of the bank, for nearly three-quarters of a mile, has fallen into the river."

The next day, July 20, it is recorded that they passed "a creek on the south, about 25 yards wide, called by the French L'eau qui Pleure, or the Weeping Water, and emptying itself just above a cliff of brown clay." The Indians called the stream Nehawka—ne, water, and hawka, weeping.

Their legend was that many, many years ago the Omahas and Otoes, numbering thousands of warriors on each side, met out upon the plains in a fierce battle. They fought with the valor of vengeance and the wrath of desperation until not a single man on either side was left alive and without wounds. And then came the old men and squaws and children from the Otoe village on the south and the Omaha on the north, and sat down upon the prairie among the dead and dying and wailed and wept for days. Then the Great Spirit, in his merciful goodness, caused a vast spring to burst open the plain where the battle was fought and to swallow up the earth, that was full of blood and tears, and to send forth forever to the Missouri a stream of bright, pure water like tears. And thus was born and baptized the Weeping Water; L'eau qui Pleure; Nehawka.

The South Carolina Exposition.

Charleston News and Courier.

It is a greater show, a far greater one, than people have any idea of. Any part of it is well worth all that it would cost to come many miles to see it. The "Midway" alone would draw thousands of eager sightseers to every country town if it were a traveling exhibition. Yet it is only an incidental feature, "a side show," of the great show all around it.

The simplest statement must suffice where no amount of printed description will avail. The ends of the earth, from the Arctic regions to Egypt and far South America, from Europe to the Hawaiian Islands; three continents and the isles of the seas have sent here for exhibition for a time the most interesting things of all kinds that they have to exhibit. It is a world show; a costly and a comprehensive one. Nothing like it has ever been seen in this part of the country before, and nothing like it will be seen again for years or perhaps generations. The opportunity to see it and study it and profit by it is the opportunity of a lifetime, and is not to be thrown away. The money required to see it could not well be better invested, except for necessary food. Clothing can wait. It is well worth a sacrifice of many familiar luxuries, and even some comforts, to enable any man, woman or child to see it. The opportunity will not be repeated.

"Every one who can possibly raise the money," says Senator Tillman, "ought to spend a couple of days in Charleston at the exposition." And he is right. The advice holds good for five months, and wise people will heed it.

Hanna as an Alternative.

Boston Herald.

The story that comes to some of the newspapers, to the effect that, in case President Roosevelt makes himself unpopular with the politicians, they will turn to Senator Hanna and make him the candidate of the Republican party in the next election, is "just too lovely for anything." We can readily believe that all those who do not get what they want at the White House go at once to Senator Hanna to relieve their indignation, and that his mail is heavy with the wail of persons who do not like the President's way of dealing with the old guard of party leaders, so different from McKinley's smooth way. There are thousands of persons who cannot understand the President's motives in insisting that men must be capable and honest in order to be considered suitable candidates for appointment to office. But if they were a hundred times as numerous as they are, they would wholly misrepresent the sentiment of the plain people who are not selfishly ambitious, and this class will compel the professional politicians to "go away back and sit down" whenever it chooses to have its say about nominations.

Fool Friends at Work.

Detroit Free Press.

Democratic boomers should be chopped off short in their efforts to boom men like Schley and Miles for a Presidential candidacy in 1904. Dewey suffered at the hands of this same class of mistaken enthusiasts, and the lesson taught in his case should be heeded by the principals in this latest movement. Regardless of whether Schley has suffered an injustice or Miles has been rebuked with a bitterness beyond his deserts, the movement by their misguided friends is a most foolish one. The Presidency of the United States is not a consolation prize.

THE SOLDIER IN BATTLE.

Writing for the London Daily Chronicle, the Rev. Paul B. Bull, late acting chaplain in South Africa, says:

I dreaded very much that when it came to actual fighting, wild passions would sweep away the better feelings of our men. Quite a mistake. I have ridden into action a great many times with our men and seldom seen anything approaching deadly passion. In hand-to-hand conflict it is, of course, different. I am speaking chiefly of long-range warfare. I have never been nearer to the Boer firing line than about 700 yards, at Diamond Hill. But in long-distance fighting against an unseen foe there is a delightful absence of evil passion. I might analyze the various tempers manifested in this way, I think, justly. First, a throb of excitement amounting in some to "the joy of battle," then a strong sense of fear admirably controlled by a strong sense of duty. I think the bravest men I know will agree with me in saying that courage is not the absence of fear, but the conquest of it. Absence of fear often means a poorly developed nature. Add to this a feeling of solemn awe at the near approach of death, relieved by the keen sense of humor which makes our soldiers such delightful companions as they laugh at the pompons which they dread, calling out, "Here they come! ten a penny, all hot"; and a strong conviction of sin, breaking out into innumerable resolutions of amendment as to what they "mean to do if they get out of this," some of which resolutions, I hope, will survive the perils of peace; above all, many a prayer to God for themselves and their dear ones; and a keen, sportsmanlike feeling that they have got to win at any cost, and I think you have the best description I can give of the many complex feelings which make up the spirit of our men as they go into battle. Their absolute devotion to duty, coolness under fire, confidence in their leaders and dogged determination, make them practically irresistible, and won the profound admiration of the Boers, as prisoners have told me. I have seen thousands of men in action, but I have never seen one swerve an inch from the line of his duty.

I never heard any malice expressed for our enemy; while our men were always ready to admire them when they made a good fight of it. "They fought well today, didn't they, sir?" The only thing which raised their wrath was the use of the "soft-nosed" bullets and the use of the "white flag," and I think this was righteous anger. When a man surrendered he was always most kindly treated by our soldiers. I have seen them sharing their tobacco with our prisoners. This kindly good nature toward our enemy robbed war of half its horror. There is often more evil passion in one public-house in our cities than in a whole brigade of soldiers on the field of battle.

Envious, as Usual.

Philadelphia North American.

Too much significance is attributed by the Mexican press to the withdrawal of John Barrett from the Pan-American conference just as the discussion of important questions had begun. One newspaper says the departure of Mr. Barrett is believed to be an indication of dissatisfaction at Washington over the reluctance of the Spanish-American nations to accept the leadership of the United States.

The importance of Mr. Barrett is greatly exaggerated, not only by the Pan-American conference, but by himself. He is a voluble person, who was once Minister to Siam, and now makes a living by talking to anybody who will listen to him. His specialty is expansion and imperialism, and his ambition is to be one of the expanders at a big salary for a long term.

The withdrawal of Mr. Barrett from the Pan-American conference does not foreshadow the breaking off of diplomatic relations between the United States and her neighbors. It only indicates that the oratorical opportunities afforded to Mr. Barrett by the conference were not proportioned to his estimate of his own importance, or that he saw no prospect of being able to talk himself into a permanent job as minister plenipotentiary and envoy extraordinary of the United States to the world at large.

Southern View of Roosevelt.

Florida Times-Union.

President Roosevelt has not been in the executive chair long, but he has occupied it long enough to show that he has ideas of his own and the strength of character to carry them out. No President, save Jackson and Cleveland, has shown the self-reliance and strength of purpose that he is showing. He has his own convictions and is living up to them, regardless of what others think. His decision to consult Democratic Senators and Representatives as to appointments shows a determination to have fit men in office—not merely party workers. A man of President Roosevelt's independence may displease all of the people some of the time, may displease some of the people all of the time, but he is apt on retiring from office to leave the feeling general in the popular mind that he has been straightforward and sincere, and that in weighing the good of his administration against the bad, the good preponderated.

Napoleon Bonaparte.

The following description of Napoleon Bonaparte appeared in the New York Evening Post of Wednesday, December 16, 1801:

His hair is of a dark brown color, cut short and without powder; forehead high, narrow, conformably to the shape of his head, which is much compressed at the sides; eyebrows thin, arched a little, and low; eyes large of a dark gray color, well formed, but dull and languid, which, together with the yellow hue of his brown skin, give an appearance of a person laboring under an hepatic affection; nose large, regular, approaching to the Grecian; upper lip very short, turned up a little at its extremity; mouth large; lips thin, pallid; distance very long from the upper lip to the apex of the chin, which projects a little, and is simply dimpled; his countenance is rather expressive of mildness and languor than of heroism and animation; his stature cannot much exceed five feet six inches; he is thin, but muscular and well proportioned; however, his neck is short, and his chest very narrow; he dresses usually in the English fashion, commonly wearing all day pantaloon and boots.

Roosevelt Was Indiscreet, Too.

Boston Post.

Lieutenant-Colonel Roosevelt at the time of the preparation for the Porto Rico expedition brought upon himself the written censure of the War Department for his presumption in making derogatory comparisons in a letter to the Secretary of War betweeen other volunteer regiments and his own corps of rough riders. In a sharp letter the Secretary pointed out the impropriety of a volunteer Lieutenant-Colonel recommending the advancement of his own command by detracting from the merits of other volunteer commands. In attending to General Miles' indiscretion it would not have been amiss for the President to recall some of the experiences of Lieutenant-Colonel Roosevelt.

Naming the Baby.

Margaret E. Sangster.

Now what shall we call her, the lily-white
maid,
Now what is her name up in heaven?
The name that the angels are whispering sweet
As they watch her, with pinions that shadow
their feet,
What name to our babe have they given?

Shall we choose the sweet title her forbears
have worn
For ages? A Mary, a Margaret, ours
In the line of the saints, there are dear ones
who stand,
And here they were blessed of heart and of
hand,
And their memory our little one dowers.

Or, yet shall we christen her Gladys or Bess,
Or Constance, or Eleanor, pray?
As we merely may guess at the name she
brought here,
We must give her another which love shall
endear,
To last all earth's beautiful day.

And our Lord in His goodness will own her
sweet name,
If we give Him our lily-white child,
And her earliest speech its petitions shall
frame,
While our faith for our babe shall the covenant
claim,
And Christ keep her, His own, undefiled.

NOTE AND COMMENT.

Dayafteritis was a very prevalent malady yesterday.

Senator Platt will have hard work to make a Maclay out of William Allen White.

So far we have counted three flakes of snow this Winter. And yet we are content.

Those objects you stumbled over on your way down town were fragments of broken resolutions.

It has begun to rain. Thus we see that 1902 is going to institute no radical reforms in the matter of climate.

Bulgaria has a financial crisis. The Bulgarian name of the local Bryan has not yet been given to the world.

Soon some merciless inventor will deprive the honest farmer of his kit of tools by inventing a wireless hay bale.

The Treasury surplus shows that Uncle Sam has been making money without the aid or consent of any other nation on earth.

Isn't it about time for another bunch of reprimands to be sent out from Washington for the edification of the general public?

The first man to take Horace Greeley's advice and go West went to Iowa. How he escaped a Cabinet appointment is not exactly clear.

What a long voyage Sir Francis Drake would have been saved if we'd only thought to build the Nicaragua Canal before he sailed.

The New Year has been toasted and hailed to the limit. Now let it get busy and prove that it had the hails and toasts coming to it.

Maclay undoubtedly would have been glad to bid a long farewell to all his greatness, but he didn't happen to have the greatness with him.

A New York man paid his alimony in postage stamps. Hadn't he better be arrested and held till that Chicago Postoffice robbery is cleared up?

New evidence that Mrs. Edyth Tozier Weatherred is a hard and conscientious worker for Oregon is just at hand. Mrs. Weatherred is a member of the Oregon Commission to the great exposition now being held at Charleston, S. C. When the exposition opened, December 1, a large number of the buildings were incomplete and the exhibits could not be installed. Mrs. Weatherred realized that to go to Charleston would mean all play and no work, so she delayed her departure to the South, visited several Northern cities, and found an opportunity to tell of the greatness of Oregon. It is needless to add that she said a few good words for the Lewis & Clark Centennial. The Exposition and the state have had no more effective advance agent than Mrs. Weatherred.

The Rev. Peter MacQueen, of Charlestown, Mass., says that in a small town in Scotland he recently came across an old man seated by the roadside, apparently in much distress. Believing a helping hand could be given, or the monotony of his own travel relieved, he approached the old man and began conversation. The latter, on learning that the pastor was from America, became interested, and several times during the conversation asked of several people whom he had known to leave the town for America. Among other names mentioned was that of Andrew Carnegie, of whom he had evidently heard little since his departure for this country. Mr. MacQueen said he had heard of Mr. Carnegie. "They tell me 'Andy' is doing quite well in America," said the old man. "The poor old fellow was a schoolmate of mine," he continued, "and many a day we spent fishing together. He never had much sense."

The prejudice against naming a vessel after a reptile, snake or any stinging thing has received further backing through the recent wrecking of the Viper and the Cobra. This is the fourth Viper that has been lost in the British Navy. One was wrecked in 1789. The Vipere, a French prize, used in the British service, was lost in 1793. A third of the name went to the bottom in 1797, and the fourth was recently smashed off Guernsey. The Serpent, wrecked 11 years ago, was the fourth British man-of-war of that name to meet the same fate. Two Snakes have been lost, one in 1781 and another in 1847. Three Lizards have been wrecked, one in 1515, one in 1696 and one in 1843. An Adder was lost in 1846 and an Alligator in 1782, a Crocodile in 1784 and a Rattlesnake in 1781. Two Dragons and a Basilisk have also gone down, and if records of other navies could be gone through the list might be interminable. On the other hand, the vessels of the Norsemen, which were known by the hideous heads of dragons and reptiles which they carried at their high prows, do not seem to have been thereby doomed to disaster in their prolonged trips to the Mediterranean. They had a belief, said to be still existent, that it was unlucky and a sacrilege to call a boat by the name of Valkyrie, and Lord Dunraven's first challenger of that name was soon sunk by the Satanita, and his second challenger of the same name caused nothing but trouble, and was cut to pieces, while practically an untried boat, after a short existence.

PLEASANTRIES OF PARAGRAPHERS

He—I don't think I would like to marry any girl unless I knew she was self-sacrificing. She—But wouldn't that prove it?—Tit-Bits.

The Proper Caper.—Mother—Yes, Rupert, the baby is a Christmas present from the angels. Rupert (aged 4)—Well, mamma, if we lay him away carefully and don't use him, we can give him to somebody else next Christmas.—Puck.

Easily Fixed.—"Your daughter," said the principal of the fashionable seminary, "stands well in her studies, but she lacks the—er—savoir vivre which our other girls have." "Well," said Mrs. Nurlitch, "buy her one and charge it up in your bill."—Philadelphia Press.

A Bad Mistake.—Hewitt—How did you get your German friend down on you? Jewitt—I gave him a French clock for Christmas.—Judge.

Minister—I am sorry I didn't see you at church yesterday, Tummas. Tummas—Weel, ye see, it was siccan a wet day it wisna fit tae turn oot a dog in. But I sent the wife, sir.—Tit-Bits.

Out Before His Time.—"There's one of my faults that I'm free to admit," said the convict who always managed to break jail. "What's that?" "I've never lived up to my convictions."—Philadelphia Press.

"Now, Julia," said the teacher to a small kindergarten pupil, "suppose I divide this apple into four equal parts. What would one of the parts be called?" "A piece of apple," was the prompt reply.—Chicago News.

Wall Street on the 24th of December.—"Would you kindly give a poor man a nickel to get across the ferry?" "What? Jorgan! You! Are you crazy?" "Thank God! Hilliard, is it you? Lend me $50. I've been buying Christmas presents." "Fifty dollars? All I've got is an el ticket. I've been tipping the janitor" —Life.