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Beer, Tobacco and Temperance.

The report of the Senate Finance Committee, further reducing the tax on beer beyond the figures set by the House bill, is commendable, but it might have gone farther still and yet not have exposed the committee to the charge of over-liberality.

Compared with the reduction on tobacco, which has had 75 per cent of its war tax stricken off, while beer is only reduced 40 per cent, the decrease recommended by the bill will hardly be considered an extravagant one. As between beer and tobacco, if it were necessary to split hairs there were ample reasons why the benefit should be given to the former. When the tax was levied tobacco was increased from 8 to 12 cents a pound, or 50 per cent. Beer was raised from $1 to $1.85 net, or 85 per cent increase. Here was a wide difference at the outstart.

Then again, when the War bill was passed it provided for a reduction in the size of the tobacco package commonly sold from two to one and three-quarter ounces. This opened a way for the tobacco manufacturers to saddle their share of the war tax on the consumer. No such consideration was extended to brewers, and the result was that, with but few exceptions, the latter were compelled to bear this burden themselves, and they have done so up to the present. The result of such discrimination has been apparent for the past two years in the complete stagnation, to use a mild term, in the brewing business, the effects of which have been told candidly and plainly by the representatives of the Board of Trustees of the United States Brewers' Association in arguments before the committees of Congress and in pamphlets issued by them and distributed for the information of members.

The tax on tobacco, it is said, is essentially a tax on the poor. That is true, and its repeal is therefore a step in the right direction. If the beer tax is not also a tax on the poor, it is due solely to the fact that brewers evinced a full and fair appreciation of their duties towards the Government in its necessities and of the burdens under which the laboring man was already staggering, and voluntarily assumed the obligations imposed under this act. When other industries or individuals have displayed a spirit of this kind it has hitherto been designated as patriotism, deserving of emulation, and worthy of first and fullest recognition when legislative relief is to be granted.

We have no objection to the reduction on tobacco except in so far as it works an injustice to brewers. A reduction of 3 cents a pound—or 75 per cent of the war tax—is uncalled for when it is recalled that tobacco manufacturers did not pay the tax and will not give the user the benefit of the decrease. It will amount merely to a gift of nearly $9,000,000 to the tobacco manufacturer, and we hold that it would be better for Congress to use this amount in relieving the taxpayer of some of the hardships imposed by the Spanish War than to vote the surplus away in largesses to those who had no part in creating it, whose business was not hampered and has not suffered by the collection of it, and whose product is regarded as a luxury for those who use it. As between luxuries and necessities the tax should be retained on the luxury.

A two cent reduction on tobacco, the saving to be added to the beer rebate fixed by the Senate Finance Committee will cut the beer tax down to $1.44 per barrel. This figure will better suit the fractional parts of the barrel, will give about a 50 per cent reduction to beer, will appreciably relieve the industry of its heavy impost, will yield an ample revenue for the Government's needs, will help the cause of temperance, and do no injustice to any other industry.

In certain parts of this country there is now going on a crusade against the sale of liquors because of the evils said to be engendered by such sale. In the name of temperance laws are broken, property destroyed, homes invaded, lives endangered. To aid true temperance should be the aim of the legislator, and true temperance will never be encouraged so long as the manufacturer of malt liquors is hampered by excessive excise or revenue laws.

All well informed persons agree that the marvelous progress of temperance in our country is due almost exclusively to the old revenue system, with its discrimination in favor of malt liquors and the effects it produced upon the drinking habits of the people, by enhancing the price of ardent spirits and encouraging the consumption of malt liquors.

In a work on "The Liquor Laws of the United States," published by the United States Brewers' Association about nine years ago, was formulated the following summary, which has been approvingly quoted and referred to by nearly every unbiased writer on the subject of temperance, viz:

> In our country the complete solution of the temperance problem is now merely a question of time. Measuring the future progress of temperance by the standard furnished by the experiences of the past twenty-three years, there can be no doubt that within two decades the American people will occupy the very first place among the temperate nations. Provided that the conditions under which the astonishing decrease in the (per capita) consumption of ardent spirits and the increase in the use of fermented liquors has taken place, remain essentially unchanged, the drinking habits of the people will be so radically reformed for the better that, at the end of the present century, a relapse into the earlier condition of inebriety will have become well nigh impossible. There is, in fact, no other solution of the problem than that which the present policy of the Government offers—the same policy which prevailed under Washington's Administration, and which, doubtless, would have been adhered to, had not prejudice, diplomatic cabals, insurrectionary machinations, political opportunism and economic fallacies combined to silence the strong moral considerations urged in its favor. In whatever manner the temperance question is to be decided—whether on social, on fiscal or economic grounds—this must be the policy; for, judged from either or all of these points of view, its efficacy admits of no doubt.

These wise tax laws establishing a broad discrimination in favor of fermented beverages have within fifty years succeeded in completely changing the drinking habits of our people. Whereas fifty years ago we were unenviably conspicuous among civilized peoples as a nation of hard drinkers, we hold today the foremost rank among temperate nations. Reverse the conditions which brought about this marvelous change and you inevitably reverse the results. There is not today a single European country where an attempt to impose a comparatively higher tax upon beer and light wines than upon ardent spirits would not be considered an unpardonable mistake. In Belgium, in the Netherlands, in all the Scandinavian countries, in France, and in Russia, the lawmakers earnestly strive to minimize the evils of intemperance by reducing the taxes upon malt liquors to a minimum. Switzerland has its governmental alcohol monopoly, supplemented by a very high spirit tax, but malt liquors are scarcely taxed at all. The Scandinavian countries have their Gothenburg system, with its restrictions as to the sale of spirits, but this system does not apply to malt liquors. In France and Belgium and in the Netherlands the tax lever is freely used to increase the consumption of malt liquors and to decrease the use of spirits.

Now that the time has come to make reductions Congress should bear these things in mind, and in awarding relief it should be the first endeavor to reward those industries upon which the burden bore most heavily, keeping in mind all the time the harmful effects of a high beer tax upon the social habits and morals of the people.

By all means, however, give us early action. Delay simply adds to the annoyances and losses of an already aggravated situation..

England's Inhuman Atrocities.

The barbarities practiced by the English in South Africa are of such a character as would warrant the intervention of one or more European Governments to put a stop to them. Warfare is regulated by certain rules which civilized nations are supposed to observe when they are carrying on hostilities. Savages may give no quarter, but soldiers wearing the uniforms of civilized governments are expected to act toward their prisoners in quite a different manner. It will be remembered that during the late war with Spain all Spanish soldiers and sailors captured were treated with the consideration that the rules which obtain among civilized nations demand.

The English in South Africa have flung these rules to the winds, and are murdering prisoners in cold blood. The announcement that on the threshold of the twentieth century brave men, after surrendering, are brutally butchered must send a thrill of horror through Christendom. Yet that such is the case we have from English sources of information. Read the following cable dispatch:

> London, Jan. 17—The "Stop the War" Committee gave out today the following: "Orders which a British officer reports he personally received reveal the adoption by Lord Roberts and Lord Kitchener of a policy having for its aim the extermination of a heroic nationality by starving its women and children, and the deliberate massacre of unarmed prisoners.
>
> "The last clause refers to General Kitchener's alleged secret orders to Gen. De Wet's pursuers to take no prisoners. Copies of letters from an unnamed British officer containing these and other charges will be sent by the committee to Lord Salisbury, Lord Roberts and others."

The dispatch which furnishes us with this horrible piece of news also states that whilst Boer prisoners are being killed by orders of the British commanders, Boer women are slowly starved with the object of making their husbands and other male relatives who are in the field surrender to save their beloved ones from the pangs of hunger. We quote from the cable dispatch:

> Boer families and their stock are being systematically brought in to convenient centres from all over the country. They are kept in camps and fed. Those who surrender voluntarily are supplied with full rations and those whose husbands are still in the field are provided for on a reduced scale, which is raised when the husbands surrender to a full allowance.

Killing prisoners and starving women—such are the "civilized" methods employed by the English to make a brave and heroic people submit to British rule. The same methods were resorted to in this country in the war of 1812. The record of British savagery during that struggle has been preserved for us in a collection of sworn affidavits, which were embodied in a report to Congress, five thousand copies of which were published by order of Congress.

The report was made to the House of Representatives in the closing hours of the first session of the Thirteenth Congress by Nathaniel Mason, of North Carolina, chairman of a special committee to whom had been referred that part of President Madison's message, "which relates to the spirit and manner in which the war had been waged by the enemy." The story of British atrocities embodied in the Mason report shows that the crimes against humanity the English are committing in South Africa in the first year of the twentieth century were paralelled by those committed by them in this country when the nineteenth century was still in its teens. The Mason report, which consisted of 193 pages, is summarized under the following headings:

> Starvation of prisoners and their confinement in filthy and pestilential prisons.
>
> Seizure of Americans as British subjects, on the plea of nativity in the dominions of Britain.
>
> Compulsory service of impressed American seamen on board British ships of war
>
> Violations of flags of truce.
>
> Ransom of American prisoners from Indians in the British service.
>
> Pillage and destruction of private property on the Chesapeake Bay and in the neighboring country.
>
> Massacre and burning of American prisoners surrendered to officers of Great Britain by Indians in the British service.
>
> Abandonment of the remains of Americans killed in battle or murdered after surrender to the British.
>
> The pillage or shooting of American citizens and the burning of their houses after surrender to the British under guarantee of protection.
>
> Dastardly outrages on women at Hampton, Va.

In 1812 as in 1901 John Bull refused to recognize the restraints imposed by the rules of civilized warfare, and so then as now, he went ahead murdering prisoners, ill-treating women, pillaging property and burning houses, willing and ready to violate every law of man and God to attain his end. It may well happen that if the Boers establish a great and powerful nation in South Africa they will be fawned on and flattered by England a generation hence, as we are now fawned on and flattered by her after inflicting upon this country fourscore and odd years ago the same horrors she is subjecting the brave Boers to at this very moment.

Will Europe, ignoring the rules adopted by The Hague Peace Conference, permit England to have a free hand in the commission of such deviltries as are referred to in the cable dispatch quoted above? A time has come for putting a stop to the practice of starving women and murdering prisoners for the purpose of subjugating as brave a people as ever took up arms in defence of their liberty.

A Sample of Empire.

When ex President Harrison said that if the constitutional guarantees of civil liberty did not extend to our island possessions we must be prepared to face the possibility that our officials there might act on principles precisely the opposite of those the framers of the Constitution had thought it necessary to guard, the imperialists jeered him.

"Trust Congress," they said. "Trust the President. There is no danger that American rulers will ever forget the traditions that are bred into their bones."

Well, a dispatch from Manila has just given us an opportunity to see how far it is safe to trust officials with arbitrary power. General MacArthur has ordered the banishment of an editor as "a dangerous incendiary and a menace to the military situation." This man had committed the crime of alleging in print that Lieutenant Commander William Braunersreuther, Captain of the Port, had charged excessive pilotage and moorage fees and pocketed part of the money.

General MacArthur had the charges investigated by his Inspector General, and, upon receiving a report that they were unfounded, summoned the editor to his office and ordered him to promise not to write any more such articles. The newspaper man insisted that his statements were true, and refused to promise to keep silence. Thereupon the Military Governor, without trial, ordered his immediate banishment.

By this procedure General MacArthur has violated at least five clauses of the Constitution of the United States; those, namely, which say:

> The trial of all crimes except in cases of impeachment, shall be by jury.
>
> Congress shall make no law * * * abridging the freedom of speech, or of the press.
>
> No person * * * shall be deprived of life, liberty or property without due process of law.
>
> In all criminal prosecutions the accused shall enjoy the right to a speedy and public trial by an impartial jury of the State and district wherein the crime shall have been committed.
>
> Excessive bail shall not be required, nor excessive fines imposed, nor cruel and unusual punishments inflicted.

We do not know whether Editor Rice's charges against Lieutenant Commander Braurensreuther were true or false. But we do know that if it were possible in this country for an official accused of fraud to have his accuser summarily banished by executive order the immediate results would be such as to convince the people that a Constitution was a pretty good thing to have around.

What the Boers Are Fighting For.

Morning Leader, Jan. 5.

No sane man could ever wish to see the Kruger regime in force again. The policy of large armaments and a narrow franchise shares with the Jameson raid and the artificial agitation of the South African League the responsibility for all the present sufferings of South Africa But the Boers are not fighting now for the Dopper order of things. Mr Kruger has gone, Mr. Steyn was no reactionary, and both De Wet and Botha were opposition leaders. The Boers are simply fighting for a sane measure of self government which will give them reasonable security against the greed of the financiers, the racial prejudice of the Uitlanders, and the ignorance of Downing street But whatever hopes Lord Kitchener may have encouraged are rudely dashed by the official intimation of Sir Alfred Milner's appointment to be Governor of the Transvaal. To the Boers he will always be the author of the present war, a war which they regard as cruel and unjust.

SHIP SUBSIDY BILL.

SPECIAL WASHINGTON LETTER.

The Pruning to Which the Bill Has Been Subjected — Letting Others Into "the Divide"—The Attitude of Dissatisfied Republicans.

WASHINGTON, D. C.—The advocates of the Hanna-Frye-Payne ship subsidy bill continue to retreat before the critics of that measure.

When it was first presented to the senate by Senator Hanna during the first days of the now expiring congress, they said that it was the result of many months of study by the shipping experts and the best law constructors of the country, that it condensed into a congressional bill lifetimes of study upon the best means of building up the merchant marine and that it was as perfect as human brains could make it and ready for passage without any amateur legislative tinkering.

This was when it carried an unlimited appropriation. What it would have done for the country in its thus perfected state the Lord only knows. Very soon a howl of protest went up from Dan to Beersheba against the "unlimited provisions" of the measure, and an amendment was accepted limiting the appropriation to $9,000,000 a year.

Ever since this time the elasticity of the bill's perfection has been drawn upon. Its advocates have yielded inch by inch until the bill has quite a different complexion from the unphotographable countenance that it at first presented. But with all this carving and splicing and remolding it retains its essential feature of taking out of the pockets of the whole people some $200,000,000 for the benefit of a favored few composed mainly of the lifetime experts who drew the bill.

The critics to whom its original promoters have been yielding are all within the Republican party and among those whose support has been counted on from the beginning. If the supposed friends of the measure have brought upon it the disfigurement that now appears, what would it look like if its opponents drove their criticisms through it? Verily it would only be useful for waste paper!

This constant retreating of the advocates of the bill does not indicate that it is a measure founded on principle, but that it is a desire to pilfer from the treasury many millions for the benefit of private parties. None of the changes that have been made apply to the principles or purposes of the bill. Those originally provided for wanted to transfer from the taxpayers' money to their pockets $9,000,000 a year. Finding that they had overreached themselves, they have gradually let others into the "divide." Now all of those originally in and those let in and their various pot swabbers and bottle washers are declaring that the bill has been perfectly adjusted to the needs of the times and that its passage is only a matter of a few days. In sending out this bugle note of victory they have forgotten all the Democrats and all the Populists who oppose this sort of grab on principle. They have also forgotten a number of Republicans who feel the same sort of opposition. They have forgotten likewise the miscellaneous but ever active pie hunters who have not yet been let into the "divide." The result of this forgetfulness will be the failure of the bill.

There has been no lobby in Washington opposing the ship subsidy bill, but there have been some very strong men who have worked hard against this measure as a matter of principle. Some of these men have been Republicans and some of them have had no connection, directly or indirectly, with the shipping business. They have been intensely in earnest. It is largely due to the fact that they have not worked along the usual lobby lines that this bill has not yet been passed and in all probability will not be passed. They have absolutely stripped it of its pretenses and shown to the world that the Standard Oil company, which controls the Pennsylvania Railroad company, the International Navigation company and the National Transit company, would receive not less than $50,000,000 out of the $90,000,000 provided for within the next ten years and that it would be a very easy matter for a combine to be formed by which they would receive practically the whole subsidy. Those who were inclined to favor the bill as a party measure are becoming alarmed and are not willing that the Republican party should shoulder the responsibility for such a scheme.

There are many Republicans who do not oppose Boss Hanna in the caucuses or the steering committee meetings who will still lend the weight of their influence to the postponement of the bill. These Republicans are still not satisfied with the methods of division. During the last days of this rapidly waning session they are getting all the concessions that they can get. They know that they can now get many more concessions than they could get in a long session, where there would be the greater probability of their being driven into line by the party whip. Having made these concessions in this congress, the favored few who at first started out to bag all the game can hardly revert to their first purpose when the next congress convenes. The hope of the reasonably good Republicans is that in the next congress they can pass a ship subsidy bill having in it the elements of fairness to those engaged in the shipbuilding and the ship sailing business. The hope of those opposed to the subsidy principle is that the stench this bill will leave in the nostrils of the fair minded public will make it impossible to pass in the next congress any sort of a bill transferring by any kind of a division $200,000,000 from the pockets of the people to the pockets of special beneficiaries.

Public Opinion Opposed to the Subsidy Bill.

"The public opinion of the country," says the New York Press, a stanch Republican organ, referring to the pending subsidy measure, "is, without regard to party lines, largely opposed to this bill. It is so opposed because the bill proposes to pay a man $5 for doing what for the last ten years he had been doing for $3. And yet the man and his friends have no explanation to make of the causes of this extraordinary demand."

ASTROLOGERS claim to have learned from a Babylonian tablet that the world will be deluged in December, 1901. Predictions of world disasters have been common along the track of history, and still the old thing goes right on.

A MARITIME OLD LADY'S HOME.

The Ship Subsidy Bill's Influence In Keeping Old Ships Afloat.

If further proof were needed that the object of these subsidy bills is not to secure new or better or faster shipping, but to enrich the gentlemen who own the vessels to fit which the bill was drawn, it would be furnished by United States Shipping Commissioner Chamberlain's statement on page 193 of his report for 1900:

> "Of the foreign built steamships eligible six, with a gross tonnage of 22,288, which would have earned $105,575 and $114,320 under the senate and house bills respectively, were built prior to 1881. Thirty-five American steam vessels of 60,136 tons, entitled to $278,844 under the senate bill and $275,546 under the house bill, were built before 1881. *The total subsidy proposed to be paid to vessels built before 1881 is thus under the senate bill $384,419 and under the house bill $389,866.*"

That is to say, some $400,000 is to be paid by the government to keep afloat shipping already more than 20 years old and which by every rule of maritime accounting has already been charged off to profit and loss. Indeed the International itself, as soon as the Paris is again in commission, would draw $750,000 on ships 12 and 13 years old respectively.

While Mr. Chamberlain was on this subject he might have added greatly to the interest of his report, for the fact is that as nearly as may be one-half the entire subsidy which would be paid for years to come on vessels now more than ten years old, including solace given the worm eaten years of such vessels as the following whose names, date of building and age are tabulated:

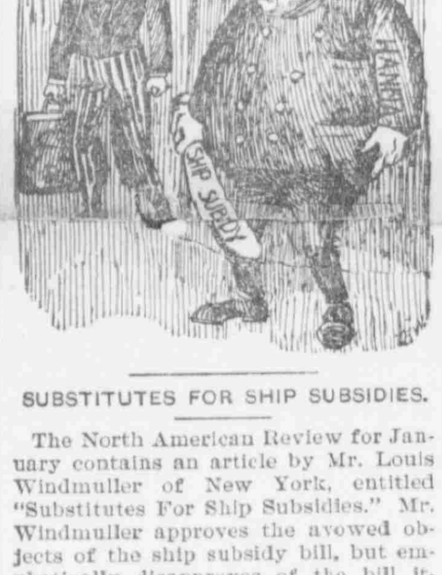
	Built.	Years old.
Centennial	1859	42
Clinton	1863	38
Magan	1865	36
Piazzali	1867	34
Victoria	1870	31
Takoma	1870	31
Navada	1870	31
Dais	1871	30
Whitney	1871	30
Beuna Ventura	1871	30

and at the start on the Pacific coast one-third of the entire subsidy would be paid to vessels now more than 20 years old, three-fourths to those 15 or more years old and nine-twentieths to those more than 10 years old.

Could there be a more effective plan for making old vessels profitable (to their owners) and to that extent discouraging the building of new ones?

If a ship is a "she," as every chivalrous tar will allow, the Hanna-Frye-Payne bill might appropriately be termed "An act to establish a maritime old lady's home."

A Senatorial Hold Up.



SUBSTITUTES FOR SHIP SUBSIDIES.

The North American Review for January contains an article by Mr. Louis Windmuller of New York, entitled "Substitutes For Ship Subsidies." Mr. Windmuller approves the avowed objects of the ship subsidy bill, but emphatically disapproves of the bill itself, claiming that in its present shape it will fail to accomplish them. "The subsidies for which it provides," he states, "would chiefly accrue, for some time to come, to American lines which cross the Atlantic and Pacific for the purpose of carrying passengers and expensive freight. What the country really needs is carriage at reasonable rates for the immense yield of our agriculture and for the bulky products of our mines." This is precisely the purpose for which the pending subsidy bill does not provide.

"We might try the experiment," suggests Mr. Windmuller, "of allowing our merchants to buy ships where they can get them on the most favorable terms and offer them American registers on condition that they engage in transportation of our foreign commerce, when conducted by officers trained in a United States naval reserve. The privilege of sailing foreign built ships, commanded by American officers under our flag, would lead toward a modification of our antiquated, whilom British, navigation laws. These statutes, by which British shipping had been protected since Cromwell's time, were practically abandoned by England in 1849, while we were her formidable rival. British merchants were then permitted to buy our ships and sail them under their own flag, while engaged in foreign commerce. All other American nations have followed this example except the United States, and the merchant marine of all other nations has increased while our own has during that time diminished. One of the consequences has been that American vessels, who have found it to be for their interest to buy English steamers, actually sail them under the British flag—thus adding to the power and prestige of that country instead of their own. Germany, since Bismarck's time the most ardent advocate of protection, has no reason to regret that she upholds free trade in ships. The steam tonnage of her merchant marine has increased 1,000 per cent in 29 years, and Stettin has begun to rival Glasgow in furnishing ships for the world's trade."

COYOTE hunting is profitable in Oregon, and the coyotes appear to be plentiful. The State pays for the scalps of these animals, and also for those of wildcats, and up to the end of last year scalp bounty warrants aggregating $100 000 had been issued Of the estimated $10,000 issued this month, one for $1,106 went to a mighty hunter of Harney County, whose score was 490 coyotes and 63 wildcats. In the lack of ready cash the State issues warrants for the bounty, and it is expected that the Legislature at its present session will provide for the payment of these warrants. They are held largely by investors and merchants, who secured them at from fifty to eighty cents on the dollar, and who regard them as gilt edged, as they draw 6 per cent. interest.

FOREIGN NEWS.

Translated and Selected from leading European papers for the SENTINEL

ENGLAND.

The Irish Ghost.

Le Temps.

When Gladstone was dead, and even before this, from the time he left the political arena, and Lord Rosebery, his heir but not his disciple, abandoning the struggle between the House of Lords and Home Rule, threw Liberalism into the path of Imperialism, the Unionists flattered themselves they had laid the Irish ghost On one side, the Liberal opposition, which had only taken up the cause of Home Rule under the pressure of an audacious genius, and attributed to this leap in the dark all its misfortunes from the year 1886 beginning with the defection of Mr. Chamberlain, the Duke of Devonshire, and large masses of voters, showed an increasing coldness towards a revolutionary solution of the question, and an increasing mistrust of its allies of a day, the Irish Nationalists. On the other side, the Irish seemed to wish to discredit the Liberal policy They affected to be entirely independent of the Liberals, while all the time claiming to keep them in thraldom to a onesided agreement.

Meanwhile they attacked each other tooth and nail. Every one's hand was against his neighbor. Between the Parnellites, under Sir (sic) John Redmond, and the majority of the Parliamentary party, led by Sir (sic) John Dillon, the war was incessant. Among the ranks of the latter faction, Mr T Healy, sardonic, bitter, disagreeable, and a severe critic, as difficult to live with as hard to replace, made himself with the help of some of the Irish clergy, infinitely more feared by his brothers in arms than by the common enemy. In the face of this chaos the Ministry offered Ireland its famous educational system: jam and the whip, a state of siege tempered by grants of money. To carry out this policy, Lord Salisbury, who does not willingly look outside his own family, had chosen, to replace his elder nephew, Mr. Arthur Balfour, made First Lord of the Treasury, and leader of the House of Commons, his younger nephew, Mr. Gerald Balfour, the man who, according to his brother, knows more Greek than any one in England.

Perhaps what was more useful was the finding of an assistant to the eminent scholar, Mr. Gerald Balfour, in a pure blooded Irishman, a sincere Unionist, a firm Conservative, but also a patriot through and through, devoted to the moral and material interests of his country, and capable of subordinating class or sectarian prejudices and party interests to the national good, viz., Mr. Horace Plunkett. [illegible]

Three new events aggravate the situation.

First, there is unity in the ranks of the Nationalist party. Parnellites and anti Parnellites have made an alliance. Mr. Redmond is the more or less nominal leader of the new party, and has under his command more than eighty members. This is a contingent which it will not always be possible to treat as a negligible quantity, especially when, at a future time, less distant than is imagined, the balance of parties will make the smallest majority important. And further, the Nationalist party has taken measures to restore discipline in its ranks. It has solemnly excommunicated Mr. Healy; and perhaps the step was necessary, for it is impossible to allow one of its members to insult, mock and jeer at it. It remains to be seen what Mr. Healy will do. He does not practise forgiveness of injuries, and has promised to repay a hundredfold the man he accuses as the cause of his banishment, Mr. W. O'Brien, now back to Parliamentary life. This return of Mr. W. O'Brien is the second new factor in the situation. A purely political movement has always been weak in Ireland, Parnell's stroke of genius was the bringing together of Nationalism, the demand for Home Rule, and the Land question. * * * A league has been started on the model of that of 1880. It professes to do for the Irish farmer what trade unions have done for the laboring classes of England: to organize joint responsibility, war (strikes or boycotting), &c

Thirdly, the agrarian question is not only taken up by Celts and Catholics In Ulster, Presbyterian and Anglo Saxon farmers are rising en masse Although Unionists, they have had enough of their landlords, who belong to the aristocratic garrison They have a leader in Mr. T. W. Russell, who resigned his post as under Secretary of State to throw himself into the *melee.* There is no graver symptom than this spontaneous alliance of two races and two religions.

The French Shore of Newfoundland.

Review of the Week.

The most dangerous factor in our relations with France is the vexed question of the "French shore" of Newfoundland Created originally by the treaty of Utrecht of 1713, "The right of French subjects to catch fish and dry them on land," modified as it was by the declarations of Versailles in 1783, has continued down to the present day a constant source of dispute between England and France. * * * * It is doubtful whether France will so far depart from her steady fiscal policy as to exchange the abolition of bounties for the repeal of the Bait Act. How, therefore, can this vexed question be permanently settled? An indemnity of the French fishermen has been suggested, but M. Riottsau, deputy for "La Manche," estimated some time ago the value of the French sea fisheries at £4,000,000 a year, or a capital sum of from thirty to one hundred million pounds. It would therefore be far cheaper to compensate the people of Newfoundland themselves for their loss by a money payment, than to pay an indemnity to the French fishermen for any sacrifices they might be willing to make. The position of the French Government itself is a very difficult one. The French seaboard from Dunkerque to Bayonne is represented by some hundred deputies in the Chamber who will exert their influence if their constituents' interests are in any way jeopardized. The Government will therefore have to show some substantial compensation for the surrender of rights inherited by generations of French fishermen. Whether this end can be achieved by the recognition of a new or the extension of an old hypothetical sphere of French influence elsewhere, or by the mere payment of some monetary compensation to our fellow citizens in Newfoundland is a question which will tax all Lord Lansdowne's ingenuity. Let the British Government determine on a generous policy and it will not only effectually terminate strife and contention which has endured for nearly a hundred and eighty years, but will also remove the one genuine and material subject of dispute between Great Britain and France.

Lord Kitchener as a Diplomatist.

Manchester Guardian, Jan 5.

Several facts not faced before are faced in the speech which, as we are told, Lord Kitchener made on December 21 to a body of Boers not then in arms against us. He gave his word that if they choose to surrender no harm should befall any Boers who had sworn an oath of neutrality and then taken the field against us. That is one fact faced—the fact that it is useless to make men take oaths which you have no means of enabling them to keep. If an invader marched through part of England and made every Englishman he found on the way swear, on pain of being shipped out of the country, not to fight in its defence, we should find a good many oaths cancelled when a British general next came that way and put it to these sworn neutrals that men cannot swear themselves so easily out of their duty to the Queen It does not seem much to ask that in our official calculations in South Africa, on whose accuracy thousands of English lives depend, note should be taken of the fact that Boers are of flesh and blood like us, and that if it is certain that in a given case we should do this or that, it is likely that the Boers similarly placed will do just the same th[illegible] But the fact was quite ignored [illegible] was imagined that Boers when [illegible] us to neutrality and then left by [illegible] called to arms, and forced to [illegible] they did not come when called, [illegible] heads of their army, would always kee[p] the oath. To have it recognized eve[n] now that in one point at any rate human nature is equally human nature on both sides of the Equator—a proposition long scouted as a "pro-Boer" fallacy—is full of hope for the future.

The Color Line in South Africa.

Outlook.

The colored man promises to become one of the principal difficulties in the settlement of South Africa. It is admitted on all hands that color as a test of citizenship is impossible. As between full black and full white there never can be any agreement as to equality, notwithstanding charitable theories of a common humanity. Intermarriage between the races produces different shades of color, and it would be a very fantastic society which should seek to regulate its citizenship on any scheme of degrees. The example of the United States shows that technical citizenship under the law by no means signifies equal treatment and consideration in social relations. Black blood, or any admixture of it, is despised there in spite of law and theory. When one of the chief objects is admittedly to conciliate the Boer element, whose contempt for the natives is overwhelming and invincible, it will be seen how difficult is the problem of doing justice to the black man. The Constitution of Cape Colony has never excluded from the franchise a colored man with the necessary qualifications. Mr. Rhodes has declared for "equal rights for every civilized man south of the Zambezi," and Mr. Theophilus Schreiner wisely asks the press of this country to aid in establishing the sole test of civilization, and not color, for political rights. It is to be feared that "civilization" is very difficult of strict definition; but it is abundantly evident that a property qualification will fairly well sort out such colored men as are entitled by their intelligence to civil and political rights, and their hue—"the burnished livery of the sun"—should not be an impediment to their advancement still further in the scale of human progress.

The Pope and the Duke of Norfolk.

The Duke of Norfolk, in the course of a Jubilee address to the Pope which has aroused much comment in England, said: "We pray and we trust that [the century] may witness the restoration of the Roman Pontiff to that position of temporal independence which your Holiness has declared necessary for the effective fulfilment of the duties of his worldwide charge."

In his reply, which was delivered in French, his Holiness said the English pilgrims, fortunately, were free from persecution under the rule of their beloved Queen. He knew, however, that under the guidance of their bishops they would strive to bring back to the Church those separated from it.

It is considered in Liberal quarters in Rome that the Duke of Norfolk's address was a most imprudent one, and the *Tribuna* remarks: "The Duke of Norfolk's address is a real offence against Italy's inviolable rights. It is not praiseworthy on the part of a citizen of Great Britain, which has always been well disposed towards Italy. Public opinion in England could not but be badly impressed by it. The demonstrations of the English press should give full satisfaction to Italy and tighten the bonds of friendship between Italy and Great Britain.