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New-York Daily Tribune

SUNDAY, APRIL 22, 1900.

Business Notices

CROTON WATER IS UNFIT TO DRINK. The Croton Water Company has been notified by the State Board of Health...

THE NEWS THIS MORNING

FOREIGN.—In the Free State, General Ruddle's division, going to the relief of Wepener, came into contact with the Boers near Dewetsdorp...

CONGRESS.—Senate: Mr. Bacon's resolutions calling on the War Department for information as to allowances made to Army officers stationed in Cuba and Porto Rico were adopted...

DOMESTIC.—Charles H. Allen sailed from Washington on the Dolphin for the American coast. The House Committee on Insular Affairs amended the Porto Rican resolution passed by the Senate so as to provide further safeguards...

CITY.—Stocks were weak and lower. The Ecumenical Conference opened in this city; were addressed by President McKinley, ex-President Harrison, Governor Roosevelt, Judge Smith and many others. The President McKinley and party arrived here from Paterson shortly before noon...

THE WEATHER.—Forecast for to-day: Showers. The temperature yesterday: Highest, 65 degrees; lowest, 56; average, 61.

THE MANHATTAN AND THE BATTERY

It has recently been asserted with an emphasis which ought not to be employed without knowledge that after an embarrassing conflict of interests the Manhattan company has found means to restore amicable relations with Tammany Hall, and that in consequence the Park Board is preparing to moderate the abhorrence with which during the last year or two it has regarded the presence of the elevated railroad in Battery Park...

This community owes no favor to the Manhattan company, but on the other hand it desires to have the public convenience carefully guarded by the municipal authorities, and would feel no sympathy with proceedings on the part of the Park Board which savored more of obstinacy than of common sense. It is desirable that the elevated road should be excluded from Battery Park as far as possible, but it is by no means certain that more would be gained than lost by excluding it entirely. It is imperative that the East and West Side lines should connect at South Ferry, and the question is how that connection, which is quite as necessary to the public as it is to the company, can be maintained at least disadvantage to public interests. Some serious evils are inseparable from the operation of the elevated roads, but that is a fact which may be supposed to have been taken into account when their construction was authorized. At all events they are here to stay, and consequently to be made the best of. Some years ago either of the alternative routes proposed early in the winter—from Battery Place into State-st., at the Bowling Green corner, and so through State-st. to the ferry, or along Bowling Green to Whitehall-st. and down Whitehall-st. to the ferry—might not have been especially objectionable except to the small minority directly concerned. But recently an additional element has entered into the case. The new Custom House is to go up on the Bowling Green site, and is entitled to be defended against encroachments not only on account of those who will be required to transact a vast business there, but also in the interest of all the people, who expect it to be in design and material an ornament to the city. Obviously such intrinsic beauty as it may possess will be greatly, indeed grossly, impaired if the elevated road is permitted or required to stretch itself along one or more of the facades of the new Federal building. Some persons identified with the Manhattan company have not been ashamed to pronounce its structures pleasing to the eye, but that estimate is theirs alone. To all others they appear irredeemably ugly. Doubtless they might be worse, but they are just tolerable at the best. To grid the new Custom House with them would be to approach the worst.

The Tribune's original suggestion was that the West Side line should be changed so as to curve from Battery Place into State-st., at or near Bridge-st., thus cutting off one small corner of the park, and then leave State-st. near its lower end, thus cutting off another small corner. The park spaces thus in a sense sacrificed might be paved and converted to uses only less important than those they now serve. There would be a loss, but it would not be wholly uncompensated, and some loss there must inevitably be. In addition to relieving a congestion of traffic at two points, this arrangement would save the Custom House from obstruction and defacement, and we do not know of any other way to accomplish that important object.

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TROUBLE FOR WATERED STOCKS.

A few days ago the voters of Columbus, Ohio, without regard to party, joined in electing the Rev. Washington Gladden a member of their City Council. This is comparatively an unimportant office in a small city, but Dr. Gladden's platform is one worthy of some attention. It is interesting as a declaration of his own views and a revelation of the attitude of people in one city. It is more interesting, however, because it puts, and puts clearly, a point that is being thought of more and more in every city and town. One of the "burning questions" at Columbus was the regulation of street railroad fares. On this subject Dr. Gladden said:

I believe that a straight three-cent fare—perhaps with a transfer rate of five cents—would enable the company to pay a good interest on what the road should be taxed on interest on this kind of capital. The company ought to have a fair remuneration upon its actual investment, no more. We want to confiscate no man's earnings or savings; we want every man, capitalist or laborer, to have all his rights; but we want no man to be given legal power by the city to tax the rest of us to pay interest on watered stock. A three-cent fare will afford a good remuneration upon the actual cost of the plant and equipment, and the city government, acting in the interest of the people, should secure for them the reduction in the cost of transportation.

In New-York City this question is presented in another form. The railroad companies are raising the cry of confiscation because they are threatened with taxation of the properties they enjoy at something like their true value. They say just what the companies threatened with a three-cent fare say: "We cannot do it and pay the usual dividends on our stock." And they complain with even less justice. There may be some doubt about the propriety of reducing fares below the customary rate merely on the ground that a company can afford it. Perhaps there are no moral or legal obstacles in Columbus to such action. That, of course, depends on the circumstances in each particular case. In some instances it might be confiscation, for it is just as much confiscation arbitrarily to halve an honestly earned 20 per cent profit as completely to take a 5 per cent profit. But a company has no right to demand exemption from taxes till its dividends are paid. Certainly it has no reason to expect public sympathy when it wails that its property is excessively assessed because it cannot pay dividends on a valuation greatly larger than the assessment. Capital stock is supposed to represent value. If it does, honest management of a road in a great city like this should result in good dividends after the taxes on the actual worth of the property and privileges are paid, just as Dr. Gladden says honest management should do with a three-cent fare in Columbus. If, on the other hand, the capital is watered and fraudulent, it has no claim to consideration. At any rate plans of inability to pay taxes because of the dividends due on watered stock are futile. As well might an individual ask exemption from taxes on the ground that he needed all his income to pay gambling debts.

One of the points where the franchise tax shoe most pinches is on watered stocks. The assessors take them at the companies' own representation, and the result is weeping and wailing, which will not be wasted if it leads to repentance.

RULES OF THE ROAD.

The season of sports and pleasures on the road has opened with somewhat more than the usual number of accidents, both trifling and severe. Easter Sunday claimed a long roll of deathly before and since that date there has been record of runaway, collision, runover or other misadventure or mishap of horse or automobile carriage or bicycle. Nor is this in the least to be wondered at. Three principal causes, not to name minor ones, contribute to it. In the first place, the number and variety of vehicles are increasing. Once there was only one class—vehicles drawn by horses. Now there are two other classes, bicycles and automobile carriages. And with the cheapening of them more people are using them. In the second place, there is a constant increase of speed. The ordinance regulating speed is violated a thousand times a day by all three classes of vehicles. And in the third place, there is the element of silence. Steel shoes and tires on a stone pavement gave warning of their coming. Rubber tires, and indeed rubber shoes, on asphalt are noiseless. With such conditions no wonder accidents are multiplied.

All of which suggests the need of revising the rules of the road. In old days these were simple but sufficient. Give pedestrians the right of way and turn to the right. But the old rules are not adequate to the new conditions. That fact was recognized when bicycles came into use. After long consideration it was decided that these were vehicles and subject to the rules governing vehicles. Yet their new and special characteristics, such as their speed and their silence, made new and special laws necessary, such as those requiring the showing of lights at night and the sounding of bells or whistles at crossings. In some cases, too, the special privilege is granted of leading wheels from which the riders have dismounted along footpaths, while in other cases special roads are provided for bicycles, from which all other vehicles and pedestrians are excluded. It seems probable that in like manner the new and special characteristics of automobile carriages will compel the adoption of new and special ordinances for their government.

The question is now and then raised whether the old principle of the pedestrian's right of way should still be maintained. It must, we believe, be answered in the affirmative. No matter how many vehicles of all kinds come into use, pedestrians will always be the majority. Nevertheless, that right must be reasonably and discreetly exercised. The pedestrian should not walk blindly across a busy street, nor litter on the crossing. It is no hardship to require him to use his eyes and to move with reasonable expedition. Certainly the pedestrian has no right to walk along the roadway where a footpath is provided. Few do so, of course, in city streets, but the practice is annoyingly and dangerously common in the parks, where men and women, often leading small children, deliberately and persistently walk along the macadamized driveways, giving drivers much trouble and exposing themselves to much peril. Such offenders ought to be punished almost as severely as one who should drive with horse and wagon upon the footpaths. It seems quite reasonable, too, to require that all vehicles, heavy as well as light, shall display lights after dark, and lights that show both behind and before. But a restriction might well be placed upon the brilliancy of the light. Its object is to be visible, and not to blindmate the world. A candle or small oil lamp will give a clear, glowing light, visible hundreds of yards away, but will not in the least dazzle the eyes

either of the rider or driver or of any one whom he may meet. A more brilliant light, such as will brightly illuminate the road for some distance ahead, prevents the man behind it from seeing anything in the comparative gloom at the side, and is blinding and bewildering to those who meet it. Indeed, not a few bad accidents have occurred from the use of over-brilliant lamps on bicycles and carriages. It is a question whether it may not become necessary to require the use of bells upon some horse vehicles. What with rubber tires and rubber shoes, these now move almost as noiselessly as bicycles and automobile carriages. In this as in all other cases the rules of the road must be such as are required by the safety of all who use the road. And at present that safety is not always guarded in an entirely satisfactory manner.

WAR TALK WITHOUT WAR.

"Threatened men live long." Equally true is the paraphrase which we may make: Threatened peace is long maintained. The world is ever filled with rumors of war. There are actual wars, too. But the wars that are and the wars that are threatened are not the same. The rule might well be found true in much of the history of the world. But if we take only that portion of history within the personal ken of living men its vindication is impressive. Of all the wars that have occurred only a few were looked for and talked of long before. Of all the wars that have been talked of only a few have materialized. Our own Civil War was long foreseen, no doubt. But who expected our war with Spain? Why, down to the very day of Spain's declaration men were everywhere saying confidently, "There will be no war; Spain will not fight us." The great Franco-German War was not generally looked for. Neither was the war between China and Japan. The Russo-Turkish War of 1877 had been expected, but when it came it was more than half a surprise. On the other hand, how many wars that have been coarsely prophesied have after many years quite failed to come to the scratch? For a score of years France and Germany have been at daggers drawn, but they have not fought, and Germany this year is one of the chief exhibitors at the French World's Fair. Great Britain and Russia, too, for a still longer time have been the antagonists of a prophetic Armageddon, but no shot has yet been fired. At present it is the fashion to predict unutterable things to occur between Japan and Russia over Korea. They may occur. But it is as well to remember that as a rule war talk does not mean war.

Nor is this in the least degree paradoxical. It is true that in much thinking upon war men become bellicose. But there is reason to doubt whether the nations about which there is so much war talk do half as much thinking about war as do their neighbors who talk about them. But, be that as it may, the fact that war is expected or feared acts also in the other direction. It sets rational and conservative men to devising ways and means by which it may be averted. That is the case in all lands, excepting in the rare instances in which people or their rulers actually want war. In 1870 both Bismarck and Napoleon wanted war, and they got it, and they would have had it no matter whether there had been twenty years or only twenty minutes of war talk. To-day, whatever irresponsible demagogues may desire, the men who direct the destinies of France and Germany do not want war. Despite all the war talk, they are constantly working and making for the maintenance of peace. The result is that peace is preserved. So Great Britain and Russia have theoretically been snarling at each other across the Roof of the World. But neither wants war. In consequence Russia is finding other outlets to the world's central seas and Great Britain is finding out that she can afford to let Russia do so without imperiling her own empire. And there, too, there is no war.

To what extent the formidable character of modern armaments and the dreadful results that might be expected from a collision between two great armies may contribute to this war avoiding disposition of the Powers is an interesting question. It is probably a pretty large extent. If so, it may be that the vast sums spent upon those armaments are, after all, an economical investment. For, great as is the cost of the armaments, it is a mere fraction of the price of an extensive war. Suppose, for example, that all we spent upon the war with Spain had been spent a few years before in building warships and equipping batteries. Spain would never have ventured to fight so overwhelming a strength as ours would obviously have been. But, however that may be, it is quite evident that war talk is, as a rule, to be regarded as by no means alarming. It is not the long standing, much exploited feud that is to be dreaded, but the sudden quarrel, in an unexpected quarter, that bursts into disastrous flame before thought can be taken or deliberation be had. It is the "bolt from the blue," not the "war cloud," that is to be feared. Wherever there is much war talk there is comparatively little fear of war.

THE QUESTION OF CONSCIENCE.

Ex-Mayor Hewitt deserves the highest commendation for his statement about the ethics of corporate management. To him it seems not merely a question of business shrewdness whether a company should so adjust its prices as to keep its works in operation if possible, but also a question of conscience. Companies controlled by him had for years continued work at some present loss, he takes obvious pride in saying, because it seemed a duty to the thousands of men employed and to the families dependent on them. When the company knew that it could recover some profit on the business in the end, it felt under obligation not to stop work, thereby involving needless loss to the men and suffering to their families. There are few who will not admit the obligation which Mr. Hewitt recognizes in his terse remark about the "question of conscience" involved, though there are, unfortunately, more than a few who do not always let conscience vote in meetings of directors. The public does not yet know, and perhaps may never know, precisely where to place responsibility for the two contradictory orders given by the Steel and Wire management. Mr. Hewitt does not speak of the matter as if to censure any individual. But the order to reduce prices far enough to clear off an accumulated surplus resulting from overproduction had a distinct meaning in morals. The order to stop a dozen of the works without reducing prices had a different and contrary meaning. It must be assumed, as all trade reports for some time have admitted, that the distribution of nails to consumers had been much diminished in consequence of the high prices demanded. The margin between cost of material and charges for product had been increased so far that the company was evidently able to make a fair profit with much lower prices. To do this rather than to close works and throw thousands out of employment was not considered good business sense by somebody in the management. But to others, and it appears to the majority, it was considered a matter of conscience. It was a duty which the company owed to its employees and to the public.

It is easy to say that a corporation, like an individual, has the right to charge what it pleases for its product. The possession of a valuable franchise granted by the public ought to entitle the public to some measure of consideration at the hands of those who thus become in a degree beneficiaries of the State. But to corporation or individual there comes the same obligation with respect to the men employed. Neither has a right without necessity to deprive them of the employment upon which their livelihood depends. The individual is bound to consider, it is true, how far he can venture possible loss of private means upon the employment of all at last depends, and the corporation is not less bound to consider its resources and credits and its obligation to shareholders. But when increased business can be secured by reducing prices, and without loss to the individual or the corporation, there can hardly be a question as to the duty of either.

The decision to clear away the accumulated surplus by reducing prices is of considerable importance because of its influence upon the whole iron and steel industry and upon the fortunes of many other corporations which will have to meet similar problems. It is the most dangerous feature of concentrated management with power over markets that it always tempts men to hold prices much above the minimum that yields profit. Hundreds of corporations have been wrecked by yielding to that temptation and holding prices so high as to build up fatal competition. The decision of the Steel and Wire company will render it more difficult for other companies to pursue the course which it has too tardily abandoned, and in all respects it may prove a benefit to the new industrial development.

The Ecumenical Conference on Foreign Missions, which was so impressively opened in this city yesterday, is in many respects one of the most important religious gatherings of the present generation. Foreign missions are sometimes criticized, and, as in the case of every other great work, there is occasionally room for criticism as to the methods employed or the wisdom and competency of individual missionaries sent out to the foreign field. But no true friend of missions can object to such criticism as that. Indeed, it is largely to discover and discuss the defects in the work that this great gathering has been called from the four corners of the world. The collective conscience of Christendom is profoundly impressed with the need of missions, not only to enlarge the area of the Christian faith, but to extend to heathen lands the priceless benefits of the civilization that has grown out of the Christian faith. It sees that great as have been the triumphs of foreign missions they might be and ought to be still greater; and it has therefore assembled a council of its representative leaders and its most famous missionaries to talk the situation over and out of a personal conference gain a larger outlook and a fresher inspiration for the prosecution of the work in the future. That such a conference in the dawn of the new century should be held in the metropolis of the New World is a happy augury of the spirit that will animate the delegates. With eyes turned hopefully to the future, they will strive, so far as possible, to bring the missionary enterprises of the churches into harmony with the needs and ideas of present day Christianity without unnecessarily overturning the traditions of the past.

that a serious mistake will be repaired in time to prevent unfortunate consequences. Since Chicago's big fifth ditch was opened the Chicago River has become so shallow that grain vessels cannot pass through it. The people responsible for the ditch throw the blame upon the vessels, saying they are too big, or too heavily laden, any way. If only grain shippers would use mud scows of six inches draught, there would be no trouble. Of course, the end of it will be a frantic appeal to Congress to repair the damage the ditch has done, by deepening the river at the expense of the Nation.

It is just possible that by the time Governor Roosevelt gets through with the thirty day bills he will be inclined to think that there might be something more enviable in public life than a re-election to his present office. Once more the Green above the Red? The familiar halfpenny British stamp, hitherto a blazing vermilion red, is henceforth to be an emerald green in hue. This order was made by the imperial postal authorities almost simultaneously with the Queen's arrival in Ireland. No expression of Irish opinion upon the subject has yet come to hand. When it does, it is to be hoped it will be at least as cordial as that upon the shamrock wearing order.

Whether or not Mr. Platt meant to puncture the Lieutenant-Governor's tire when he remarked that the Vice-Presidential situation "seemed to be tapering down to Tim," the general opinion appears to be that Mr. Woodruff needs to use his pump.

PERSONAL

Dr. Edward Caird, master of Balliol College, Oxford, who was formerly professor of moral philosophy at Glasgow University, has been nominated as Gifford lecturer in the latter university, in succession to Sir Michael Foster, M. P.

General H. V. Boynton has accepted an invitation to attend the annual Fourth of July celebration at Guilford, Conn., in trust for the support, maintenance and education of orphan children. He had no near relatives, and in his lifetime expended large sums in the same direction.

St. Paul, Minn., April 21.—J. J. Hill, president of the Great Northern Railway, started last night for New-York, board for Paris, where they have taken a place for the year. Mr. Hill will visit Berlin for consultation with the German stockholders of the Great Northern Railway in regard to several proposed extensions in the Pacific Coast States, with a view to opening up new mining regions.

Williamstown, Mass., April 21 (Special).—Mrs. A. W. Sawyer, of Nashua, N. H., has presented to the Williams College infirmary the sum of \$500 as a fund in memory of her late husband, William M. Sawyer, 86, who recently died.

Cincinnati, April 21.—N. C. D. Hodges, librarian of the scientific library at Harvard University, has been elected librarian of the Public Library of Cincinnati, to succeed A. W. Whelpley, the librarian, who recently died.

EARL RUSSELL ON THE WAY TO LONDON.

Denver, April 21.—Earl Russell and his wife left this city to-day, accompanied by Stanley Watson, on the way to London, expecting to reach that city within three weeks. Regarding the threatened action of English courts, Earl Russell has the opinion that a charge of bigamy would hardly stick.

THE TALK OF THE DAY.

The town of Givet, in the Ardennes, is taking steps to put an end to the depopulation of France. Hereafter in all town offices civil fathers of more than three children and next married men will be preferred to bachelors. Prizes of \$5 will be awarded yearly to those parents who have sent the largest number of children to school regularly, and scholarships in the national schools will be reserved for families only of more than three children. Fathers of families shall also have the preference for admission to almshouses and old people's homes.

It was April the seventh, Which he felt soft were the skies, Which it might be supposed That the man was likewise. He put on an suit built for summer, And the sequel perhaps you surmise.

Which along about noon It began to freeze, And a blizzard snowed down On the wings of the breeze. In a week he was peacefully lying, Asleep out under the trees.

The Superintendent of Parks of Glasgow is going to try the experiment of renting window boxes of flowers to householders for the season for one shilling each, this sum to be refunded when the boxes are returned in the fall. This is the outcome of a belief that a good effect on health and spirits will be brought about in the congested districts by the interest in the flowers and by the presence of color. Five hundred boxes will be distributed.

Quinn—He has more nerve than any man I ever met. De Fonce—In what way? Quinn—Why, he went over to his neighbor's to borrow a pair of nails he wanted to shoot a cat. De Fonce—Where does any nerve come in? Quinn—It was his neighbor's cat he wanted to shoot.—Chicago News-Herald.

THE GYMNASIUM GIRL.

There were folks on the wall, And the rules of basketball Done in red. There were dumbbells on the floor And a strength-weight closed the door— Overhead!

There was some blue trophy bag And there swung a punching bag And there were dumbbells on the floor And she could box like any man And his photo formed a fan— Athlete!

There were books—a heaping stack— And I read across one back— "How to fence." And a hundred other rules— From the athletic schools. "That teach sense!"

Every volume headed "How!" And she said, "I know them now— Like a book." But she put in a passion flew When I asked her if she knew How to cook! —Chicago Record.

Foot passengers on the streets who complain of the reckless use of bicycles may thank their stars they are not in Germany. They used sometimes to punish bicyclists there for running into pedestrians; then this practice fell into disuse, and now a Berlin court has just sent a man to jail for two months for recklessly running across one of the principal streets and knocking a bicyclist off his wheels. The most unexpected sort of defence was offered—the man was running home because his wife was about to become a mother for the seventh time. The prosecution, however, insisted upon the letter of the law, that pedestrians must leave the streets free for bicyclists; or, in case it was absolutely necessary to cross, must give every warning to bicyclists. These elementary measures of precaution having been neglected, it was only the fact that the fallen bicyclist received no injuries that induced the Court to let the culprit off with so light a punishment. It is added that in view of the constantly increasing recklessness—nay, recklessness—of pedestrians toward bicyclists, it would otherwise have inflicted a much severer penalty. If the words derived from the "Berliner Tagblatt" imparting this item of news is ironical, the irony is hermetically concealed in it.

The spelling reform in France continues to gain converts. It is, after all, a very sensible and moderate reform. The volks, as it is called in the Parisian wilderness is no less a one than the volks in the Prussian wilderness, distinguished as a philologist and editor of the "Revue Scientifique." In June, 1891, this gentleman owned his third defeat. He had tried to get the opinion of the subscribers to his journal to agree with him that it was quite right to use "ph" instead of "ph" in words derived from the Greek, the letter "y" had no place in the French alphabet when there was an "i" at hand, and that the English plural, "ies," was not a part of the French language. Well, his subscribers agreed, so for some little time the magazine had a sufficiently odd appearance to the public, with the hope of "as she is wrote." But the editor had reckoned without his contributors, who, like all their kind, are a stiff-necked lot in these matters. They kicked against the pricks, and "isiologie" and its ilk had to be sacrificed. But Professor Richey is not a beginner before the public, with the hope of a day when his theory will be "imposed by use, or by the Academy, or by the schools." Philadelphia Press.

Congress is talking of having a revision of the United States statutes. May it be more successful than the alleged revision of New-York statutes.

In conformity with The Tribune's earnest representations the House Committee has addressed itself with promptness and intelligence to the exceedingly important question of Porto Rican franchises, and there seems to be reason to hope

LONDON.

THE COMPLETE ASCENDANCY OF LORD

ROBERTS EVERYWHERE.

OTHER SOLDIERS' SOCIAL INFLUENCE PARALYZED—THEATRICAL QUESTIONS—PICTURE SHOWS.

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London, April 21.—The period of inaction and expectancy has unraveled many flights and timorous souls, but the ordinary man in the street goes about his business quietly, and is consoled by the reflection that the British Constitution stands, that a wise Queen reigns and that "Bois" is all right. Confidence in Lord Roberts has become in war times a cardinal article of the national faith, like respect for the constitution and reverence for the Queen. It is unshaken and unassailable. Whether Lord Roberts be destined for a dukedom or not, neither Marlborough nor Wellington in the plenitude of their military prestige and political power ever exercised a more absolute dictatorship over the fortunes of British soldiers or the conditions of public thought. There has not been a whisper of censure of Lord Roberts for the censures which he has passed upon generals who six months ago commanded the confidence of the nation, nor does any journal in the United Kingdom question the expediency or necessity of a protracted pause in the military operations in South Africa, although the nation is weary of the war and eager to have the campaign conducted with vigor and inflexible determination.

There is nothing in recent history more striking than the complete ascendancy of Lord Roberts in the political and military fortunes of the empire. He has delivered the Government from political anarchy, restored the public faith in the Anglo-Saxon military genius, and become the main rock of defence during the storm and stress of wartime. The generals who have been pilloried for their blunders and failures have swarms of influential friends, and the smart set are in sympathy with one or another of them. General Warren being the only one without social following, although he has a strong body of sympathizers among Cecil Rhodes's friends and in South Africa generally. These social adherents do not venture to criticize Lord Roberts, whose word is law in England, but they must find some vent for their emotion, and the War Office is in plain sight.

Lord Lansdowne, who was exposed to a desecrative fire of criticism a few months ago respecting guns of inferior range, is now assailed for publishing Lord Roberts's strictures on officers in the field, and thereby rendering all the generals timid and afraid of responsibility. These scolding censures are quite as ineffective as the ignorant snarl bores who attacked the War Office a few months ago without measuring ranges or ascertaining the real facts of the case. What the British army needs is a thorough shaking up of the Headquarters Staff and the Aldershot ring. This it is now in a fair way to have. What practical men clearly perceive is the truth that the administrative services have been well conducted, and that the rank and file of the army have fought with marvellous gallantry and patience, but that the training of officers has been defective, and that the staff has been guilty of many indiscretions and much inefficiency.

Lord Roberts is now setting a high standard of work and establishing a training school in the field which will render British officers the best and most experienced in the world. The reform is not likely to end with the campaign. Lord Kitchener may not be destined to transform the War Office and the Headquarters Staff, but Aldershot methods are doomed. The influence of the smart sets and the Guards officers is undermined, and arrangements will be made for field training and battle tactics over large areas and on comprehensive lines.

Domestic politics being stagnant, imperial questions hold the field. One of these is the Australian Federation, which is making slow but sure progress with intelligent oversight from Mr. Chamberlain. Two Premiers have consented to the amendments to the commonwealth scheme imposed by the Imperial Government, and three are prepared to take them if directly sanctioned by Parliament. The compromise which is likely to be effected is the maintenance of an appeal to the Privy Council on the lines followed by the Canadian Constitution. The Australian delegates now in London are apparently convinced that amendments to the original scheme are requisite in order to establish a vital connection of the federated Australian colonies with the empire at large.

The West African situation is considered serious, owing to the possibility of French complications; but these are not likely to arise during the Exposition period.

Cecil Rhodes sailed to-day for South Africa, with the consciousness that Lord Roberts had justified in effect the strictures upon the military authorities which Julian Ralph had put into his mouth at Kimberley, and which he has not taken the trouble to deny. Mr. Rhodes is not likely to exercise much influence in the immediate settlement of South African questions, but he has an ally in the German Emperor, and his ambitious railway projects will ultimately be taken up. A great financier like Lord Cromer will be needed as soon as the war is ended, and he cannot be under the influence of Rhodes or Alfred Beit, for the wealth of the Rand is the only resource for meeting the immense colonial claims for damages and demands upon the imperial exchequer for indemnities.

American affairs remain in the background, but the action of the United States Government in demanding the payment of an indemnity long overdue from the Sultan for the destruction of missionary property attracts much attention. It is generally admitted that the American Government will not be able to collect this indemnity without a moderate display of force, but it is considered certain that the money will be supplied if the Sultan finds that President McKinley is thoroughly in earnest and intends to collect a just debt. The German Emperor is the Sultan's chief adviser, and he is likely to urge a peaceful and speedy settlement of the missionary claims.

The reported changes of the canal treaty in conformity with the original text of the Paunefote-Hay convention are not discussed by the press. The contention in its original form was generally regarded as an important diplomatic success for the McKinley Administration, and there would have been strong disposition to find fault with the Foreign Office for making important concessions without a quid pro quo. Sir Wilfrid Laurier had not shown himself a broadminded imperialist statesman and withdrawn his objections to the diplomatic compact. No English journal has been able to understand why the Senate insisted upon looking a gift horse in the mouth.

International episodes which are making talk are divorce suits like Earl Russell's and Edna May's, and the reflex action of American mortality upon the English theatrical business, as illustrated by the raid upon the Lord Chamberlain's office by agitators against "Zaza." This play is drawing big business at the Garrick Theatre in consequence of the power of Mrs. Leslie Carter's acting, which triumphed on the opening night over everything as a tour de force unequalled at present on the English stage. The critics wrote plainly about Mr. Belasco's version of the French play, and the