

THE JOURNAL
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IN A NUTSHELL....
Public Playgrounds in New York—The City About to Spend \$250,000 on Them.

The Outdoor Recreation League of New York is a good example of what a hard working, earnest organization, with a good and definite plan, can accomplish. This organization was formed about five years ago, but the idea of providing public playgrounds dates back to 1891 when the New York Society for Parks and Playgrounds for Children, at the head of which was the Rev. Charles B. Stover, fitted out a public playground on some unused private property and maintained it for several years until the property was built upon. Later this organization joined with an athletic organization with practically the same purpose to establish the recreation league.

In 1898 the league got permission to establish a playground in Seward Park, then just created, but not improved. The city was persuaded to spend \$12,000 in leveling and fencing in the property. An unsuccessful effort was made to have the park better equipped with athletic apparatus, but the board did agree that if the league should equip it, the board, when it got around to improve the park, which had been made by tearing down old buildings, would put in a gymnasium and has since spent \$50 a month to keep up this and two other playgrounds. The place had in its unused condition been a sort of public garbage dumping ground, and continued to be, to some extent, even after the playground was established, but this abuse was soon stopped voluntarily.

The rush, when the grounds were opened, June 3, 1898, was something terrible. About 30,000 people turned out to see the athletic exhibition given by famous athletes. When the grounds were thrown open to the public next day, 15,000 people swarmed in and the confusion was great. At first little attempt was made to preserve order, but the people who wished to use the apparatus soon formed a public opinion that supported rules and regulations. Now only one policeman is required to maintain order, and the playground has been a success. This year a public benefit that the city is preparing to spend \$250,000 for such playgrounds in various parts of New York.

of the federal constitution. There is some very interesting matter there. Madison and others flatly opposed a regular army organization and championed entire dependence in every emergency upon the militia of what he called the "co-equal sovereignties." Experience on the occasions of the war of 1812, the Mexican war, the war for the union and the Spanish war has demonstrated the wisdom of the "fathers" in providing for a regular army and authorizing the president to call out the militia. Congress erred in not making provision for a scientifically organized militia. The present militia bill is the first effort to effect such definite organization of the militia, which, in case of sudden war, will be called upon for defensive action to repel invasion and furnish, at once, competent garrisons for our seacoast defenses along our whole littoral, and be able to handle heavy guns in coast defense and improved artillery and small arms for usual military service; as auxiliary to the 60,000 regular army minimum authorized force.

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Government aid is usually tainted with such conditions that the grant becomes a genuine hardship when viewed from a practical standpoint. It is my judgment that another railroad across Canada will not pay to-day, but business men, if they are not subsidized will not be necessary to induce railroads to enter the country. Canada has practically two transcontinental lines, each with a million people, while the states have but one line for each 10,000,000 of population.

General Manager Hays of the Grand Trunk retorts that Mr. Hill's statement that a Canadian transcontinental line is not profitably built now is right, and that that is precisely why his company is asking for a subsidy from the Dominion government. He also intimates that Mr. Hill is doing all he can to hold the traffic of the Canadian west for the Canadian Pacific, with which, he intimates, Mr. Hill has a very close understanding.

Whether Mr. Hill's advice to the Canadians is altogether disingenuous or not, it is good advice, and they will make no mistake if they follow it. It is an anachronism for either Canada or the United States, at this late date, to spend good money in promoting the building of railroads that will be built by private capital, and gladly, whenever they are needed. Canada is well loaded up with subsidies already. It is time for its government to begin to cut down rather than expand subsidies. In the report of the minister of railways and canals there are pages given up to a mere listing of subsidized companies, each of which is still drawing its pay from the national treasury. This little nation of 5,000,000 people has already spent some \$80,000,000 in subsidies, to say nothing of land grants, federal and provincial, great and small, from some 25,000,000 acres to the Canadian Pacific and dependent companies down the line to much smaller grants. With the extension of the Canadian Northern to the Pacific coast independently of the Grand Trunk, there is absolutely no excuse for the construction of the latter. The building of a line from eastern Canada to connect with the Canadian Northern at Port Arthur is a different matter.

If a Canadian parliament votes to subsidize the Grand Trunk, it will be because the subsidy habit has become irremediable in Canada, and because the vast majority of the people has been vastly tickled by the idea of another railway line across the continent two to five hundred miles north of the boundary.

Something is always happening to remind the northwest of the existence of the "Soo" road; for example there is that hard coal coup d'état.

Assist Northern Minnesota. The people of the northern part of Minnesota are desirous that the state should assist in encouraging immigration into that region. They assert that the extensive advertising other parts of the country and Canada are receiving is diverting attention from the opportunities northern Minnesota holds out to newcomers. The result is that the sparsely inhabited portion of a great state having about 2,000,000 people is not being settled so rapidly as it should be or so rapidly as best to serve the interests of the state.

There is no little merit in this argument, though northern Minnesota has been very extensively advertised of late in the advertising, news and editorial columns of the Minnesota papers. What is now needed is advertising throughout the country, advertising and solicitation, so that northern Minnesota may get its fair share of the great population movement.

Minneapolis should co-operate with the people of the northern Minnesota in securing state aid in this matter. Most of this region is within 250 miles of Minneapolis, and one settler in it is worth more to the city than a dozen in the Pacific northwest or three score in the Canadian west. The future growth and prosperity of the city depend in no small way upon the extent to which northern Minnesota is populated and utilized. It has certain distinct advantages over many of its more noisy rivals for the favor of the home-seeker. A modest appropriation placed in the hands of a faithful and enterprising

The Nonpareil Man

Casually Observed. Clara Morris is suffering nervous collapse. That's what we had when we saw her act. If only Julian Ralph could write an authentic sketch of what an actor's work would be like on the most widely read articles of the year.

A paragrapher's union is being organized with headquarters at Baltimore. This column is after a 250-year franchise to supply the northwest with bottled paragraphs.

Lord Kelvin says that the coal will be exhausted in 400 years. Four hundred years! By the look of our bin, we should say 400 minutes!

Professor Matthews of Chicago university has come around in the classroom to that season of the year's work when he is obliged to confess that everybody, whatever his moral status and predilections, manufactures and carries alcohol in his system. That may indeed be true, but it is no excuse for the alleged man who attempts to carry around in his system at one time or another all the alcohol that the Government can force him to struggle to achieve this distinction.

If Mr. Young is given a site in Loring park for his marble building to hold his collection of autographs, it is contended that Mr. Savage should be given a site for a marble stable to hold his matchless collection of hostesses called Dan Patch, with a \$175,000 life insurance policy on him.

Mark Twain has just thrown a very vigorous literary handspike because he says the Christian Scientists charge too much for their books. If the Scientists had control of the government and forced their literature on Mr. Clemmens at the hands of a Science board of health he might indeed have cause to feel hurt, possibly even to consider a market. At present, however, he does not have to buy the books and it is difficult to see wherein he can be suffering acutely, especially when he sees the despised sect so comfortable and happy.

Nobody knows exactly what a train wreck is until he has been in a new of them. People sit quietly in their libraries with their daily papers and remark: "Hello, another wreck on the Geewhizze and Southwestern line with the named Lucky it's no worse." And that is all they think about it.

For the people on board the train the wreck is a very different thing. It is a sudden, unexpected, and frightful event. The train is running smoothly along at forty to fifty miles an hour. People are eating, talking, laughing, reading or resting quietly in their seats or on the seats, when—"bang!" and everything becomes confused and unsteady. There is an awful grinding roar, the lights are out in an instant and the air is full of crashing, shrieking sounds, more terrifying than any noise of battle, a thousand times more terrifying because all is unknown and they only perceive dimly that they are being thrown about and flung into the air like tin cans.

When there is a train wreck on the schedule let us pray that the man who is traveling across the country in our automobile. It may not be quite so quick, but at least there is half a chance to jump.

WHAT OTHER PEOPLE THINK To the Editor of The Journal. Permit me to call attention to the bill introduced by Senator Thompson increasing the tax on the appropriation to high schools from \$1,000 to \$1,600. The general public not familiar with the details of this fund, will assume, as did your reporter, that it is beneficial to Hennepin county. Such, however, is not the case. It is thought that the number of high school pupils entitled to state aid will be increased to 150. An appropriation of \$1,600 per school would aggregate \$240,000, which amount is paid from the general fund of the state, as is well known, pays about one-fifth of the taxes of the state, and therefore one-fifth of this fund, or about \$48,000. There are 150 high schools in the country, so that under the proposed increased appropriation there would be returned to us \$7,200. I do not question the advisability of aiding high schools, but the amount of aid received, in order to be equitable, should be based upon the high school attendance. The existing plan is manifestly unfair, and it is urged by one who is so fair-minded as Senator Thompson. If it is proposed to increase the appropriation there should be some other basis of distribution. Yours very truly, W. S. Dwinell.

Money for High Schools. The St. Cloud Journal-Press agrees with The Journal that insane asylum patients should not be objects of public charity unless they are really without means of their own or relatives capable of supporting them. The Journal-Press then goes on to advocate the permission of voluntary commitment to insane hospitals and the doing away with the present judicial inquisition as to the insanity of an applicant for admission. The argument is that the present process of commitment tends to put an insane person on a par with a criminal and is such a nerve-racking process that it often destroys the last hope of restoration of reason. There is much in this contention, but it seems to us that there ought to be some process of commitment, as gentle and inoffensive as possible, that would make it difficult for a sane person to be committed.

PARAGRAPHERS DISTANCED. A story from Minneapolis runs to the effect that burglars entered the residence of Mrs. Adelaide Anderson and carried off 400 pounds of anthracite coal. Nothing else in the house was disturbed, though jewelry and plate in abundance was exposed. This relation of an actual occurrence beats all the jokes of the paragraphers, who will now cease to be funny on the anthracite subject.

"DEAR ANTHRA-CITE." "I'll talk of a sight That gives me delight; Not stars of the night, But 'Dear Anthra-Cite.'" I managed to raise— Which is rare now-days— Deserving of praise— Enough for a blaze.

By hunting around, A ton I thus found, Just dug from the ground— Set black and all round. It's home, in the bin, I see it and grin, I see it and grin, I see it and grin, I gathered it in. I'm nervous with fright; All ready to fight, Protecting my right From thieves in the night, To "Dear Anthra-Cite." —Frank G. O'Brien.

A sharp advance in wheat has carried Minneapolis and Chicago out of line, and where the May option had been steady at the same figure in both markets, Chicago has taken a level about 3 cents over. There are many things in the wheat supply situation to warrant higher prices and Minneapolis was the first market to start up on the present bill market. But the gains of this week were due not so much to legitimate conditions as to the belief that prices are being manipulated by the powerful Armour interest of Chicago.

Germany and Venezuela. The extraordinary method Germany has adopted to secure a settlement with Venezuela, after agreeing to refer the matter to The Hague arbitration tribunal, viz., by bombarding and destroying property in the republic and impoverishing the people, justifies the suspicion that the Kaiser has the purpose of testing the fealty of the United States to the Monroe doctrine.

President Castro has consented that the customs, maritime and inland, of Venezuela shall be pledged as security for the execution of any award which the arbitration tribunal may make to the three powers who are seeking a settlement of their claims. It would be difficult to make this pledge good and arrange for the setting apart of a percentage of the customs revenue, which in peaceful times aggregate about \$15,000,000, for the liquidation of the debt due the powers.

Pending such discussion on the revenues, the government of Venezuela would, of course, have to practice some rigid economy and cut down governmental expenses, as other governments usually do in certain contingencies. The allies have already captured Venezuelan assets in the shape of ships and cargoes and many thousands of dollars in specie, but Germany has continued, even after assenting to negotiations looking to a settlement, to use her navy destructively against the Venezuelan coast. Blockade and bombardment and destruction of property do not pay debts. They only exasperate and antagonize. Great Britain has stopped her aggressive acts, which have been antagonized in England, where the allies have been government supporters like the London Mail, and is manifestly distasteful to the people. Lord Rosebery, in a recent speech, reminded his audience of the occasion when England joined France and Spain in a debt-collecting expedition against Mexico in 1861, and had to withdraw because she found France had the ulterior purpose of seizing Mexico, which England knew would be resented by the United States as a violation of the Monroe doctrine. France went fatuously ahead and set up an impetuous, which ended soon in the Maximilian tragedy and through the warning Louis Napoleon received from our government, which had already given Benito Juarez to understand that his patriotic movement against the invaders from France would have American support.

If the German emperor is really testing American fealty to the policy which drove France out of Mexico and has for eighty years prevented the parceling out of Central and South America by the royal and imperial land grabbers of Europe, he need only go a little further and proceed to appropriate territory in South or Central America to see where this nation stands. He may note that, at the meeting of the senate committee on interoceanic canals yesterday, the sentiment of the members on the signing of the isthmian canal treaty was that the treaty would stand as a notice to Europe that the United States proposes to continue to assert its leadership and wardship of republican government on this hemisphere. When Brazil, some years ago, deposed the house of Braganza and abolished the empire of Pedro II, it was the head, she immediately fell in line with the republics of this hemisphere which is consecrated to the breeding of republican principles. When the Cubans organized an infant republic and engaged in a life and death struggle with the hory despotism of Spain, which cruelly oppressed them, the American nation rose and liberated them from the hand of the oppressor, William. Exasperated doct stultos—even fools learn by experience.

THE LEFT-SIDE MAN. By Margaret Blake Roberts. "Sons in Pawn." New York: J. S. O'Brien Publishing company, 27 Rose street, Price 50 cents. This is a very attractive Irish love story, incidentally dealing with the home-ruled agitation stimulated by Parnell, and disclosing the antagonisms within the limits of "the patriot's paradise" which have enveloped the Irish particularistic ambition. The love of Cahal Desmond and Naneen Nolan is the paramount attraction of the story and in part the mid-point of the plot, which carries them almost to its beauty and strength, Naneen was a plucky, splendid girl who took her chances when she married a schoolmaster who parried them all and questions about each other through the machinations of enemies and protracted absence of the hero. A very strong emotion and has power to express a love of nature and the art to portray it in words effectively.

FIRST-HAND BITS OF STABLE LORE. By Francis M. Ware. Illustrated. Boston: Little, Brown & Co., Price \$2. This is a practical handbook for horse-owners by one who has had thirty years' experience with horses of all kinds and grades, and who is well known as the manager of the American Horse Exchange in New York. The author begins very properly with a chapter on horse-buying and trying, for it takes an expert in horse flesh to buy a good horse, and the neophytes in the matter of stable management and the horse's education are essentials well treated, and the chapter on correct appointment of animal, vehicle and equipment, which is so often neglected, considerable space is devoted to the education of hunting horses and steeplechamers, coaching and the various other hours of useful hints are given for the proper riding of women and children. The illustrations are from first-class snag shot photos.

THE HISTORY OF THE FIVE INDIAN NATIONS OF CANADA. By (Canadian) Col. John G. Bourne. Illustrated. New York: New Amsterdam Book company. This is a practical handbook for horse-owners by one who has had thirty years' experience with horses of all kinds and grades, and who is well known as the manager of the American Horse Exchange in New York. The author begins very properly with a chapter on horse-buying and trying, for it takes an expert in horse flesh to buy a good horse, and the neophytes in the matter of stable management and the horse's education are essentials well treated, and the chapter on correct appointment of animal, vehicle and equipment, which is so often neglected, considerable space is devoted to the education of hunting horses and steeplechamers, coaching and the various other hours of useful hints are given for the proper riding of women and children. The illustrations are from first-class snag shot photos.

LITERARY NOTES The Book Buyer's frontispiece is a photo of a bas-relief of the distinguished Edward Everett Hale. The final volumes of the Temple Bible are to be issued soon by Dent of London. The Scribners announce the early publication of Professor Heilprin's work on the Martinique catastrophe. Through the liberality of John Drew, Harvard University library has been enriched by the valuable collection of the literary books and documents bought from the estate of the late Robert Lowe of London. The Book Buyer, among its illustrations, has a photo of the distinguished residence at Burwash, Sussex, and the equipment of cricketers, the central figure of which is that distinguished author, Quiller-Couch. "Q" is a lively devotee of athletics. Walter L. Sawyer has taken time by the forelock and has written a novel of the period of John Bunyan and his times, to meet the demand for Wesley literature, probable because of the Wesley celebration in June next. Lord Kitchener is an "literary fellow" to some extent, although his chief implement is the sword. His reports on the excavations of the Palestine Exploration Fund in 1874-75 are regarded as valuable productions by archaeologists. LAFE GONE A NEW ONE. Des Moines Capital. A South Carolina farmer invited his friends and neighbors to take dinner with him the other day, and then while the toothpick course was being served, arose from the table and shot himself in the presence of his guests. This was certainly much better than undertaking to Jimmilianize those who had come to partake of his hospitality.

AN INVITATION is extended to all readers of The Journal to visit its Press Room, which is the finest in the west. The battery of presses consists of three Fourdrack Goss presses with a total capacity of 144,000 eight-page Journals an hour, printed, folded and counted. The best time to call is from 3:15 to 4:30 p. m. Inquire at the business office and be directed to the visitors' gallery of the press room.

1,000 COLUMNS more advertising during 1903 than any other Minneapolis paper, daily and Sunday issues combined. An advertiser can prove this.

Average daily circulation of The Journal for Dec., 1902, 57,093

Placing Responsibility. The attention of Journal readers is respectfully directed to the intensely interesting recapitulation of the trust legislation situation in Washington given by Mr. Jermaine to-day. According to this account, and we have not the slightest doubt that it is a substantially faithful picture of the situation, the president is struggling manfully to offset by personal effort the defect of our constitution with respect to placing responsibility for legislation or lack of legislation. On the other hand, the trust senators are doing their best to make all they can of the opportunities our system of government offers them to bring to pass what they desire, and at the same time to dodge responsibility for the consequences. These senators do not want effective trust legislation; neither do they want to see the republican party suffer for failure to adopt such legislation. So they conspire to let the house pass a heroic anti-trust measure, "to put the party on record" while they arrange to escort it to its death in such a devious way that it will be hard to say that they or the party are to blame.

But the president will not stand for any such miserable dodging and skulking. He takes the firm ground that the republican party being in control of the executive and both arms of the legislative power is plainly responsible to the nation for legislation or its failure. If an anti-trust law be adopted the republican party is responsible and will claim the credit; if it is not passed, the republican party is still responsible, no matter by what dust-throwing devices it strives to avoid responsibility. This is simple reasoning that can not be refuted or evaded.

If the present session of congress does not give us a strong anti-trust law, the blame will rest on the republican party. No amount of hide-and-seek with the bill in the trusty senate will cover up that fact. What makes the senators mad is that the president's daily more or less public insistence on action is publishing it over and over again to all the world that trust legislation is right up to the republican party.

The Wisconsin Central got the lion's share of Minneapolis flour shipments in 1902. While for the Interstate commerce commission to come at once.

A Step Forward. The reserve force proposed under the militia bill signed by the president Wednesday, are militia organizations who desire to volunteer as such and men who have had training in the national guard or in the regular army, to be registered for five years and be accepted after the regular volunteer organizations offer their services. A reserve force of militia simply means that a large army with good military training and well officered, is available when more men are needed.

Under this bill the president can call for 100,000 organized militia, and the state organizations will be in touch with the regular army through joint encampments and maneuvers. The reserve feature meets the deficiency observable in 1898, when a trained force of 200,000 to 300,000 militia, ready for the field, was needed.

The passage of the military bill by congress shows that the specter of "militarism," raised by an element who affect to believe that the necessity for the employment of soldiers for the national defense has passed away, has not frightened a preponderating percentage of the American people. The number of persons who denounce the national guard as a "menace to our liberties" is comparatively small. A few labor unions out of the many organized have expressed determined hostility toward militia organizations, but this sentiment has limited voice.

There are not a few Americans, however, who, while approving of militia organizations, would restrict the power of the government over and connection with it. Many of the "fathers" took this view. Read Robertson's debates in the Virginia convention of 1788 on the militia section

of the federal constitution. There is some very interesting matter there. Madison and others flatly opposed a regular army organization and championed entire dependence in every emergency upon the militia of what he called the "co-equal sovereignties." Experience on the occasions of the war of 1812, the Mexican war, the war for the union and the Spanish war has demonstrated the wisdom of the "fathers" in providing for a regular army and authorizing the president to call out the militia. Congress erred in not making provision for a scientifically organized militia. The present militia bill is the first effort to effect such definite organization of the militia, which, in case of sudden war, will be called upon for defensive action to repel invasion and furnish, at once, competent garrisons for our seacoast defenses along our whole littoral, and be able to handle heavy guns in coast defense and improved artillery and small arms for usual military service; as auxiliary to the 60,000 regular army minimum authorized force.

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Good Advice for Canadians. Mr. J. J. Hill has, by the agency of the Toronto World, been drawn into the controversy now raging in Canada regarding the subsidizing of the Grand Trunk Pacific railway, the proposed new transcontinental line. The Grand Trunk transcontinental promoters have stated from the first that they could not think of building a line across Canada two or three hundred miles north of the Canadian Pacific, where there are not now 100,000 people from ocean to ocean, without a subsidy. The precise amount of assistance required has not been officially announced, but it has been given at the rate of \$25,000,000 to \$100,000,000, with land grants thrown in.

To a representative of the Toronto World, dispatched to St. Paul to interview him, Mr. Hill concisely said in part: I may say as an original proposition that a railroad that requires a government subsidy to build is not required by the country. The age of railroad promotion, when subsidies were necessary for the construction of transcontinental lines, has passed, never to return to Canada or the United States.

Government aid is usually tainted with such conditions that the grant becomes a genuine hardship when viewed from a practical standpoint. It is my judgment that another railroad across Canada will not pay to-day, but business men, if they are not subsidized will not be necessary to induce railroads to enter the country. Canada has practically two transcontinental lines, each with a million people, while the states have but one line for each 10,000,000 of population.

General Manager Hays of the Grand Trunk retorts that Mr. Hill's statement that a Canadian transcontinental line is not profitably built now is right, and that that is precisely why his company is asking for a subsidy from the Dominion government. He also intimates that Mr. Hill is doing all he can to hold the traffic of the Canadian west for the Canadian Pacific, with which, he intimates, Mr. Hill has a very close understanding.

Whether Mr. Hill's advice to the Canadians is altogether disingenuous or not, it is good advice, and they will make no mistake if they follow it. It is an anachronism for either Canada or the United States, at this late date, to spend good money in promoting the building of railroads that will be built by private capital, and gladly, whenever they are needed. Canada is well loaded up with subsidies already. It is time for its government to begin to cut down rather than expand subsidies. In the report of the minister of railways and canals there are pages given up to a mere listing of subsidized companies, each of which is still drawing its pay from the national treasury. This little nation of 5,000,000 people has already spent some \$80,000,000 in subsidies, to say nothing of land grants, federal and provincial, great and small, from some 25,000,000 acres to the Canadian Pacific and dependent companies down the line to much smaller grants. With the extension of the Canadian Northern to the Pacific coast independently of the Grand Trunk, there is absolutely no excuse for the construction of the latter. The building of a line from eastern Canada to connect with the Canadian Northern at Port Arthur is a different matter.

If a Canadian parliament votes to subsidize the Grand Trunk, it will be because the subsidy habit has become irremediable in Canada, and because the vast majority of the people has been vastly tickled by the idea of another railway line across the continent two to five hundred miles north of the boundary.

Something is always happening to remind the northwest of the existence of the "Soo" road; for example there is that hard coal coup d'état.

Assist Northern Minnesota. The people of the northern part of Minnesota are desirous that the state should assist in encouraging immigration into that region. They assert that the extensive advertising other parts of the country and Canada are receiving is diverting attention from the opportunities northern Minnesota holds out to newcomers. The result is that the sparsely inhabited portion of a great state having about 2,000,000 people is not being settled so rapidly as it should be or so rapidly as best to serve the interests of the state.

There is no little merit in this argument, though northern Minnesota has been very extensively advertised of late in the advertising, news and editorial columns of the Minnesota papers. What is now needed is advertising throughout the country, advertising and solicitation, so that northern Minnesota may get its fair share of the great population movement.

Minneapolis should co-operate with the people of the northern Minnesota in securing state aid in this matter. Most of this region is within 250 miles of Minneapolis, and one settler in it is worth more to the city than a dozen in the Pacific northwest or three score in the Canadian west. The future growth and prosperity of the city depend in no small way upon the extent to which northern Minnesota is populated and utilized. It has certain distinct advantages over many of its more noisy rivals for the favor of the home-seeker. A modest appropriation placed in the hands of a faithful and enterprising

Chicago. This makes the future course of the market too uncertain for opinions based on supply and demand conditions to carry much weight.

The Mexican idea of establishing a currency system uniform and interchangeable with that of the United States is a good one. It is a step toward a sort of freer trade that has nothing to do with tariff regulations. The Canadian system is practically interchangeable with ours now, in all the border states and throughout Canada.

Germany and Venezuela. The extraordinary method Germany has adopted to secure a settlement with Venezuela, after agreeing to refer the matter to The Hague arbitration tribunal, viz., by bombarding and destroying property in the republic and impoverishing the people, justifies the suspicion that the Kaiser has the purpose of testing the fealty of the United States to the Monroe doctrine.

President Castro has consented that the customs, maritime and inland, of Venezuela shall be pledged as security for the execution of any award which the arbitration tribunal may make to the three powers who are seeking a settlement of their claims. It would be difficult to make this pledge good and arrange for the setting apart of a percentage of the customs revenue, which in peaceful times aggregate about \$15,000,000, for the liquidation of the debt due the powers.

Pending such discussion on the revenues, the government of Venezuela would, of course, have to practice some rigid economy and cut down governmental expenses, as other governments usually do in certain contingencies. The allies have already captured Venezuelan assets in the shape of ships and cargoes and many thousands of dollars in specie, but Germany has continued, even after assenting to negotiations looking to a settlement, to use her navy destructively against the Venezuelan coast. Blockade and bombardment and destruction of property do not pay debts. They only exasperate and antagonize. Great Britain has stopped her aggressive acts, which have been antagonized in England, where the allies have been government supporters like the London Mail, and is manifestly distasteful to the people. Lord Rosebery, in a recent speech, reminded his audience of the occasion when England joined France and Spain in a debt-collecting expedition against Mexico in 1861, and had to withdraw because she found France had the ulterior purpose of seizing Mexico, which England knew would be resented by the United States as a violation of the Monroe doctrine. France went fatuously ahead and set up an impetuous, which ended soon in the Maximilian tragedy and through the warning Louis Napoleon received from our government, which had already given Benito Juarez to understand that his patriotic movement against the invaders from France would have American support.

If the German emperor is really testing American fealty to the policy which drove France out of Mexico and has for eighty years prevented the parceling out of Central and South America by the royal and imperial land grabbers of Europe, he need only go a little further and proceed to appropriate territory in South or Central America to see where this nation stands. He may note that, at the meeting of the senate committee on interoceanic canals yesterday, the sentiment of the members on the signing of the isthmian canal treaty was that the treaty would stand as a notice to Europe that the United