THE JOURNAL

LUCIAN SWIFT, MANAGER. | J. S. McLAIN, EDITOR.

SUBSCRIPTION RATES BY MAIL.

One month	$0.85
Three months	1.00
Saturday Eve. edition, 28 to 36 pages	1.50

Delivered by Carrier.

One week	8 cents
One month	35 cents

All papers are continued until an explicit order is received for discontinuance, and until all arrearages are paid.

THE JOURNAL is published every evening except Sunday, at 47-49 Fourth Street South, Journal Building, Minneapolis, Minn.

M. LEE STARKE, Mgr. General Advg { New York Office, Tribune building. Chicago Office, Tribune building.

WASHINGTON BUREAU.

W. W. Jermane, Chief of Washington Bureau, 901-902 Colorado Building. Northwestern visitors to Washington invited to make use of reception-room, library, stationery, telephone and telegraph facilities. Central location, Fourteenth and G streets NW.

TRAVELERS ABROAD

Will find The Journal on file as follows:
LONDON—U. S. Express Co., 99 Strand; American Express Co., 8 Waterloo place.
DENMARK—U. S. Legation.
PARIS—Eagle Bureau, 53 Rue Cambon. Residents visiting Paris can have their mail or telegrams sent care of this Bureau and the same will be forwarded to them or held for their arrival.

AN INVITATION is extended to all to visit the Press Room, which is the finest in the west. The battery of presses consists of three four-deck 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.

The Territories in National Convention.

The democratic national convention will follow the example of the republican convention and continue the questionable practice of seating delegates with votes from the territories and outlying possessions of the United States. There were nine groups of delegates of this class at Chicago, representing the District of Columbia, New Mexico, Arizona, Indian Territory, Oklahoma, Hawaii, Alaska, the Philippines and Porto Rico, and all except the first and the last two has six delegates each.

The District of Columbia is perhaps entitled to representation, for it has had popular government, and may have again. Besides, it is the seat of the federal government, and its population is thoroly representative of the best that there is in American citizenship; but just why delegates to the number of six each from the other territories and possessions of the United States should sit in the great national conventions and cast as many votes as either Delaware, Montana, Idaho, Nevada or Utah, sovereign states, is past finding out.

There were fifty-two of these delegates at Chicago, not counting the two from the District of Columbia, and each had a representative of the committee on resolutions. It may frequently happen, as it has in the past, that the fifty-two delegates will be the balance of power, and that eight votes in the resolutions committee will determine the character of the national platform. At Kansas City in 1900 it was the vote from Hawaii on the resolutions committee which committed the democratic party to a reaffirmation of the sixteen-to-one business and mapped out the inglorious career it was to have for the succeeding four years, altho Hawaii could give no electoral vote in support of that issue. At the time of the nomination of Hayes, fifty-two votes would have been considerably more than enough to have changed the result.

But the most vicious feature of this representation from the territories is the tendency of these irresponsible communities to come to national conventions ready to work and vote for the nomination of that candidate who stands ready to make them the largest cash offer. It is no accident which has turned the votes of the territories with one accord over to Hearst.

The practice is bad and its tendency is towards improper and unsafe things. Seat delegates from the territories and outlying possessions, but without votes, and have the real work of governing the policies of the great political parties of the nation confined to the sovereign states, which have grave responsibilities and are keenly alive to them.

Every westerner when he reaches New York city gives a whoop of joy when he discovers that that town is still using horsecars.

The Republican Tariff Plank.

The Rochester Post and Record expresses regret that the tariff plank of the republican national platform was not drawn in more positive terms, committing the party to revision of the schedules. It is always very difficult to write a declaration of party opinion when party itself is divided, and this explains the numerous platform "straddles," democratic as well as republican, of the past. But so far as it was possible to speak frankly, it was done at Chicago, and we believe that no moderate-tariff republican will find anything to criticize in the tariff policy which will be pursued, should the republicans remain in control of the government. The saving part of the Chicago tariff plank is that portion of it which says that "to a republican congress and a republican president this great question can safely be trusted." In other words, while there is a difference of opinion between the east and the west over the subject of revision, both sections agree, in the platform, to abide by whatever policy the president and congress may agree upon next year.

From such a viewpoint, it seems to us that the Chicago tariff plank is a victory for the revisionists of the middle west. It might have gone further and adopted the phraseology of the "Iowa idea," but that would have caused trouble in the convention and would have chilled the ardor of eastern republicans in the campaign. The plank got as close to the "Iowa idea" as was advisable, and wound up by referring the entire question to a president, who, if elected in November, will, it is believed, pave the way to revision at an early date.

This victory of the revisionists at Chicago—for such we consider it—was the direct result of the agitation which has been going on in Iowa, Minnesota, Wisconsin, the Dakotas, and in other middle-west states for several years. In Iowa that agitation took form in the policy adopted by Governor Cummins, and in Minnesota reciprocity was the vehicle of exploitation. Governor Cummins was discredited by the "standpatters" of his own state, and reciprocity in Minnesota did not fare much better, but the republicans in both states who advocated these advanced ideas may well congratulate themselves on the more substantial and significant results secured in Chicago. So far as the republican national platform shows any changes in its tariff plank from tariff planks in platforms of other years, they are changes looking towards revision.

General Miles, on the prohibition ticket, could never get the Indian vote.

Still Seeking Light.

Twenty years ago Admiral Ammen, writing of the desirability of a larger American participation in the ocean-carrying trade, said it "would assuredly not be done thru any special legislation, whether in the interest of 'free ships' or free material to build them, inasmuch as after a discussion of many years, ideas are as diverse, as irreconcilable, and as firmly supported antagonistically as when the discussion began."

And now, after a quarter of a century of this same discussion, and after several years of strenuous effort by the friends of large cash subsidies for shipbuilders and shipbuilding corporations, congress has failed to respond effectively to the subsidists of the lobby or the appeals of members friendly to the several subsidy bills, and even appeals by the presidents themselves that "something might be done for our merchant marine," have failed to get that "something" done.

The merchant marine commission, appointed by congress at the recent session under the Gardner bill to devise plans for restoring our merchant marine to its former primacy on the high seas, has recently proceeded to its work. The proceedings so far in Chicago by the commission and in Detroit by a subcommittee show that the commission is destined to travel over the well-trodden path of former inquiries.

At the Chicago meeting John Barrett, our minister to Panama, reiterated the old complaint that our flag could not be seen flying from the masthead of a single merchant ship on the high seas, as he himself had observed in five trips round the world.

Of course Mr. Barrett might have seen a few if he had scrutinized the horizon closely, but the main fact is that, back in the forties and fifties, British marine interests stood aghast at the facts accomplished by the multitude of American merchant ships, notably the great and fleet clipper ships which were then taking vast quantities of freight from British ships in the orient and occident, compelling even the London Times to call our country Britain's "gigantic and unshackled rival" on the sea.

If the new commission will avoid the error of the cash subsidists in congress and out of it, that error having been several times rebuked and cast aside by congress, it may accomplish something. The error has been the insistence upon governmental disbursements in vast sums to shipping corporations, with features of unjust discrimination which were offensive to the quickened public conscience and sensitiveness as to such tendencies.

The public is aware that the reiterated statements of the heavy subsidy advocates that the European governments all lavish cash subsidies on their merchant marines are grossly exaggerated. France has been trying the system for some time and the result is that her ships carry freight at unremunerative prices and sail on the strength of the subsidy and the French merchant marine is in a moribund condition. The great German merchant marine, like the English, receives mail-carrying subsidies to some extent and the merchant steamers of the great transatlantic lines under naval subvention may be taken by the government for use in time of war.

If the marine commission can study out a practical method of making shipbuilding for the ocean traffic (foreign trade) attractive to American capital, there will be no trouble turning capital into that channel. How is it that this country stands next to Great Britain in the number of its sailing vessels and tonnage of such craft and second to her also in the number of tonnage of steamers? Because the most of our tonnage is built for the coasting trade, which is profitable for the reason that there is no foreign competition. Americans monopolize the country's coasting trade. The field is clear for American capital.

We have excluded foreign-built ships from American registry. If an American buys a foreign-built ship he cannot fly over it the American flag. Why, then, does not American capital go into American ships?

The German marine staff's expert, who came to this country not long ago to examine our shipbuilding interests, stated, after he had done his work, that materials for constructing steel ships are cheaper here than in any other country in the world; that our economical shop methods are more effective than Germany's and that Americans can easily put their shipbuilding industry in a condition to compete with either England or Germany. The gentlemen who sturdily championed the ship subsidy measure which failed in the last congress, deny flatly that this is so. Like the late distinguished builder of ships, John Roach, they aver that, while it is very easy to get American capital to invest in the coasting trade shipping, the hunt for capital to put ships in the foreign trade is useless because such ships come in competition with foreign capital which has more favorable conditions of interest, taxation and labor than exist in this country. Their view is that, unless congress appropriates enough money to cover all such risks of American investors, they cannot run their ships at any profit. They argued in the last congress that the government should give big cash subsidies to the shipping interest that it might build ships and run them full or empty, as to freight.

The idea is not popular.

A return to the old tonnage tax which congress began to levy on foreign ships in 1789 has been advocated. That tax on foreign ships ranged from 50 cents a ton to $2.50 per ton, just before President Madison declared war against Great Britain. It worked advantageously, with some other retaliatory features, increasing our ocean tonnage from 699,999 tons in 1812, to 1,977,488 in 1844, as compared with 766,747 British ocean tonnage and total foreign tonnage of 916,992. But a tonnage tax levied under the vastly different conditions today, would set our European competitors wagging their heads with bitter talk of combining for strong retaliation upon our trade. The merchant marine commission will have to steer clear of such rocks.

Carrie Nation is going to Europe. Too many of us don't care if she never comes back.

The Future of Canada.

Some one reviewing Archibald Colquhoun's book entitled "Greater America" for the London Mail, writes under the caption, "Shall We Keep Canada?" treating it as a serious question in England. At the outset he refers to the friction which has resulted from the summary dismissal of Lord Dundonald by the Canadian government from the command of the Canadian militia. The Canadian people, as will be remembered, came to the conclusion a short time ago that they were quite able to furnish sufficient talent to command their own military forces without the importation of any geniuses of that kind from England, and dismissed Lord Dundonald without much ceremony.

In this incident the writer in the Mail sees looming up the question, "What is the future of Canada?" "Is Canada to remain within the empire, or," as he says, "is she to gravitate to the United States? Or, again, is she to become an independent state?"

Mr. Colquhoun holds, with Mr. Chamberlain, that England is arriving at a parting of the ways with her colonies, and particularly with Canada, and that the fate of the empire must rest upon the attitude of the mother country toward the colonies commercially. The reviewer recounts the action of the mother country toward her colonies in the matter of trade and tariffs, and argues that self-interest should give distinct and tangible advantages to the colonies as against foreigners in the British market. He thinks this would have a very important and very beneficial effect upon the future of Canada and that it would tend to check what he recognizes as the rapid Americanization of the Dominion. He recognizes, however, that Canada has much to gain commercially from identification with the United States. Keeping in mind the prosperity of the states, there is no reason to doubt the extension of the same degree of commercial prosperity over the territory of the Dominion from identification with the states which now pertains to the border states themselves.

Canada, however, is not likely at the present time to become a part of the United States. While it is true that the attachment of the Canadian to the mother country is much less secure and tender than formerly, in the same degree in which it is weakened the national spirit is strengthened, and Canada dreams of independence and national greatness.

Whether, in the event of her independence, she will ever be willing to identify herself with the great republic on her southern border, is a matter for speculation. If the war of the rebellion had succeeded in separating the north and the south, the probabilities are that the time would have come when commercial interests and mutual advantage would have brought them together again as one country, and the same considerations may be expected, in the course of time, to unite Canada and the United States. The existence of an imaginary line, establishing between these countries different trade conditions, is an absurdity and an unnecessary hindrance to the best commercial development of both, which will some day be erased, and commercial considerations will have more to do with that erasure than anything else.

One of the boodle aldermen in St. Louis has confessed and the clue has been obtained, it is believed, which will land a lot of prominent men, officers of corporations, in the penitentiary. It's a great mistake to confine the boodle prosecutions to public officers and agents. Let the bribegiver begin to realize that in fact as well as in theory he is just as bad as the bribetaker and liable to as severe punishment, and fewer men of means will do those things which put themselves in the power of men who, if they will take bribes, will extort blackmail.

This is a good time to consider whether the primary election law should not be extended to the state ticket. We do not say that it would be ise, but this bolting business which seems to have no limit would be impossible under the direct nominating system.

Paul Morton may not have been a republican very long, but long enough to have served as one of the electors at large from Illinois to the late republican national convention.

The Russians are trying to make use of submarine boats. That seems to be what ails the Russian navy—too many of them have been converted by the Japs into submarines.

Somebody wants a receiver for Standard Oil. What is the matter with John D.? He is equal to receiving about all the traffic will stand.

Here is the record of July the Fourth, 1903:

Died of lockjaw caused by injuries	406
Died of other injuries	60
Totally blinded	10
Number who lost one eye	75
Arms and legs lost	54
Number who lost fingers	174
Number injured who recovered	3,983
Total number of casualties in the United States	4,349

Can we come up to this again? See that your boy has a dynamite torpedo.

It seems strange that the old salts of Minnetonka cannot get hold of a boat that will beat anything that sails the waters of that little pond north of St. Paul.

Lincoln J. Steffens ought to come out and diagnose the republican situation in this state.

THE NONPAREIL MAN

Elderly Ladies' Class at the Gymnasium Takes Up the Practice of Automobile Dodging in Four Movements, "The Sidestep," "The Sudden Rise," "The Quick Duck" and the "Art of Relaxing in Mid-Air."

At the gymnasium a class will be started shortly for elderly ladies and others, who care to join, in which the art and practice of automobile dodging will be thoroly gone into. Every lady who intends to be on the streets at all during the summer should give this valuable teaching her attention for at least a portion of each day. If the automobiles cannot be slowed down, it may be possible to take the other alternative and hurry up the ladies and children a bit, ere they are tossed hence and be no more.

The first movement taught in the elderly ladies' class is known as "the Quick Art of Sidestepping." An automobile is right upon you going six to twelve miles an hour. "Honk," says the chiffonnier. In this case the elderly lady makes a sinuous movement of her body, twinkles her feet and the automobile glides by, barely grazing her on its swift passage. Then the chaffer swears at her and disappears in the distance.

The second movement in the elderly ladies' class is known as "The Sudden Rise." This is a very valuable art and is sometimes called the emergency movement. The elderly lady steps from the curb to take her car. "Honk!" An automobile suddenly skids around the corner and is upon her. The elderly lady, not having time to sidestep (Movement No. 1), leaps suddenly into the air (The Sudden Rise), and the automobile goes under her. She drops lightly to her feet in the midst of the gasolene smell, and sees the disappointed faces in the machine looking back at her.

Movement No. 3 is called "The Quick Duck." It is somewhat difficult for the novice to differentiate this movement from No. 1, the Sidestep. But it can be done after a little practice. The Duck and the Sidestep are clearly two different movements and should be learned carefully, for a lady may often duck where it would be impossible to sidestep.

Movement No. 4 deals with the difficult art of being tossed into the air. A person in the act of being tossed should relax. It is the tension of the muscles that causes the strain and the bruises. If a person, tossed by an automobile, will relax while in the air, she will find that the injury will be minimized. A hint may be taken from the way in which a drunken man falls downstairs. He is so completely relaxed that injury rarely results. It is like a sponge falling. Remember this when you are in the air. It may save your life.

In any case never display any temper or feeling of any kind toward the chiffonerino or driver of the automobile. Automobiles may become cheap and you may have one yourself. In this case your feelings towards pedestrians and other insects may change, and you will understand how little right they have to life and the pursuit of happiness. Honk!

I hear the choo-choo on the road and, "Bing"
The next I know I do not know a Thing!
The chauffeur merely turned us loose a "honk"
And now your late lamented friend is on the wing.

The wife of the editor of the Elk Point, S. D., Leader was away from home recently and the "we" tried to launder and dress the baby. He was against it for sure. He says feelingly:

"Why, bless your chin whiskers, we would as 'leave' try to decipher ancient chronicles on the Babylonish tablets! And that little eye of our eye and chin of our chin looking up at us as if he pitied us, or thought we were getting him ready for hanging. Buttons, hooks, pins! Pins, hooks, buttons! Armholes and bands and safety pins, gee! Ain't it fun to dress the baby? It's like an ice cream picnic in a cold rainstorm."

Ah! But he just pretended it was hard work. Papa was just bursting with pride in reality and thoroly convinced that he was the father of the only real It in Union county. Disgusting! And yet—well, papa's all right, no matter if he is "swelled" a little.

The management of the Russian fleet at Port Arthur shows every evidence of being in the hands of a man who would hang around the north end of a strong mule.

Judge Brady of Kansas City fined a young fellow for kissing his best girl on the front steps of her home. The next time the scoundrel will know enough to step into the vestibule.

You call this an exciting convention? Just wait for the St. Louis emeute on July 6!

We are "agin" the life preserver that will not float.

It is now quite generally conceded that the president will accept the nomination.

"The Pirate," edited and turned loose on society somewhere in Missouri, is at hand, No. 1, Vol. 1. It is something on the order of your fat friend the Philistine, only more iconoclastic. Under the heading, "The Pirate," it says:

Only publication extant opposing the current creeds of both christendom and democracy. Issued occasionally and circulated gratuitously.

Its leading article on "The Philosophy of Government" begins in this cheerful strain:

Inherent in nature and all manifestations of life, there is no equality, no justice, no liberty, and no freedom. Every specie of life exists at the expense of other life forces; all of which are bound by limitations beyond which they cannot peer, and man is no exception to the rule.

The writer then dashes into poetry, but, with such a philosophy of life, what can you expect of his poetry? This is the way it starts off:

A pirate out on life's high sea
Was wrecked and cast adrift to shore,
Where countless wanton forms of might
Were writhing in the awful gore,
Of wasted opportunity.
The unseen hand that lashed the lee,
Was wont to stir him with affright;
And call back memories of yore
When life was joyous with delight,
That swayed his youth to ecstacy.

There is, however, one bit of wisdom in the pamphlet that we are happy to indorse. On the last page of the cover the editor says:

> Much valuable time is now being wasted in training the young mind "how to shoot," which, when it has shot, misses the mark farther than if it had never been trained.

There is something in this. Our "young idea" was trained to shoot in such a way that when the training was over we were gun-shy.

A. J. R.

NEWS OF THE BOOK WORLD

A Picture of a Fond Father, an Adorable Daughter, Deep Scotch Attachments, and Some Sound Philosophy with Other Things in an Intense Book of the Days of "Bobby" Burns—Book About Birds' Eggs—Good Things from the Magazines.

For four very good reasons Nancy Stair, by Eleanor Macartney Lane, took a strong hold upon the over-fiction-fed occupant of The Uneasy Chair. First, because it is an admirable picture of a very estimable but almost foolishly fond father for a winsome, happily-endowed daughter; second, because it is a charming picture of that same lass, tho seen thru her father's eyes; third, because it deals with Scotch attachments and aversions, characteristic for their ardor; fourth, because it contains some wholesome philosophy, pointing out, for example, that there is no essential relation between genius and character and using "Bobby" Burns as a striking case in point. If more were needed, the chair might say that it is a book to sit up into the "wee sma'" hours with, a book which much of the time keeps the pulse at double-quick.

In support of reason No. 1, the chair thinks the following is sufficient evidence, tho more could easily be educed if there were room for it. "Jock" Stair, the father, is talking to Danvers Carmichael, who loves the girl.

"You see, Dandy," said I, trying to smooth the talk a bit, "altho she's my own, there's sure no harm in my saying that she is an extraordinary creature. That she has great beauty a blind man could see; but that's the least of her, for she has the heart and the principles of the purest and the best. But, oh, laddie, in her dealings with men she has the knowledge of the deil himself."

As an exhibit in support of proposition No. 2, it is sufficient to submit the above, the frontispiece of the book, and all the rest of the book. But this is the way the fond father describes her, as dressed with a special purpose in view:

It was cobwebby stuff over white satin, the neck, cut in the free fashion of the time, showing her dimpled shoulders and the turn of the breast. She had dressed her hair in a bunch of curls, high on her head, and over her forehead she wore the circlet of diamonds which my great-grandfather had given to the French ancestress of ours with the uncommendable but frank conduct. Around her neck was the famous necklace of diamonds and emeralds, and at the bosom a cluster of diamonds winked and twinkled at every breath. She stood for one minute near me, her eyes like misty gray stars shining over the bloom of roses, her slender arms bared, and one slight hand, shining with rings, laid on the table.

A radiant vision, that? One to which the frontispiece in the present state of the printer's art could hardly do justice. Such beauty and "heart and principles of the purest" would surely make a paragon. But remember, one is looking thru a father's eyes.

For evidence of the portrayal of Scotch affections and aversions of characteristic depth, will not the chair's testimony do here?

For philosophy and the non-essentiality of relation between genius and character, take Nancy's own words about her meeting with Robert Burns, whose poetry had been a passion with her. They are spoken to her father:

"The first time I talked with him at the inn (where she was staying with an aunt or some other relation), I felt his power, his charm; but there was something in his ways to which I had never been accustomed in men—a certain freedom, which I put by, however, as one of the peculiarities of his gift.

"Well," she said, coming over and burying her face in my breast, "it took me but two weeks to discover that the thing we call genius has no more to do with a person's character than the chair he sits in; that a man can write like a god and live like the beasts in the fields. Can speak of Christian charity like the disciples of old, and hold the next person who offends him up to the ridicule of the whole parish. The he can write lines surpassing—aye!" she cried, "surpassing Polonius' advice to his son, and leave them uncopied on an alehouse table to go off with the first loose woman who comes by, and be carried home, too drunk to walk, the next morning roaring out hymns about eternal salvation."

Rather long, that, under the circumstances, but that is overlooked in the rush of reading the story. And with that, the chair believes it has made a good case in support of the assertion that there are at least four good reasons for liking Nancy Stair—the girl and the book.

GUY WETMORE CARRYL.
(Died April 1, 1904.)

Yes, the gods loved him. In his one brief hour
They gave him all fair gifts within their power.
Yet oh, the pity of it! Would that they
Had paused ere they bestowed their final dower.
—By Carolyn Wells, in the Reader Magazine for July.

There's one consolation left to every fool man livin'—he was once the smartest baby in the world.—From Bruyver Jim's Baby.

We know that the Audubon societies are down on "birds-nesting" by boys. We are down on it ourselves. But, just the same, in days now long gone we had much fun in hunting birds' eggs. That fun is in large part spoiled by recollections of the suffering we remember the birds to have endured. The boys of today, instead of hunting birds' eggs are devoting attention to the birds themselves. It is one of the effects of the wave of nature study that has swept over the land, and it is a good effect. Chester A. Reed has come to the help of the boys who wish to know more about birds' eggs, and yet do not wish to rob nests. He has prepared a book—North American Birds' Eggs—with almost endless illustrations of eggs (full size), which any boy with a love of the outdoors in his heart would be glad to have. It not only shows eggs but nests as well, and with the illustrations are given lucid descriptions.

—The Uneasy Chair.

THE MAGAZINE SAMPLER

Is the Yellow Race Our Equal?—Max Nordau in the International Quarterly (June-September) writes on "The West in the East" and one of the things he says is this:

The anthropological problem which lies at the root of the whole course of the world's history has not been solved. The white race was stronger than the red and the black, and no one can say that it is stronger than the yellow race. It tries, prompted by the instinct of every species and every race, to obtain the exclusive rule over the globe. It must, however, accustom itself to the idea that the yellow race is its equal, that it will never be able to drive it aside, that it must share with it the mastery of the world, and that it will never add East Asia to its possessions.

In the same number of the quarterly John W. Foster has an interesting study of "Marquis Ito, the Chinese Statesman." Charles W. Eliot writes of "Problems of the Negro," and others on equally important subjects.

Where the Word Salary Comes From.—We know where the salary comes from, but we had forgotten where the word came from, until reminded by an article on "Salt," by Professor Charles W. Super, in the Popular Science Monthly for July. The derivation of the word is curious. The professor tells it as follows:

So necessary did the Romans consider salt to the efficiency of their armies that each soldier was provided with a special ration of it, or with the means of providing it. This stipend was called salarium argentum.

The case is another of those which make us ask, "What's in a name?" Salary by any other name would buy as much.

The July number of the Monthly is the first of the consolidated Popular Science Monthly and The Sanitarian.

A Way to Use Convict Labor.—Constance A. Barnicoat, writing for the International Journal of Ethics of "The Government Prison Settlement at Waiotapu, New Zealand," offers a hint for the use of convict labor that might find a way for use in this country. It is found in this: "Prison settlements such as those of Waiotapu and Hanmer in no way interfere with free labor, as no government could afford to carry out such a scheme of clearing waste land and tree-planting except by means of prison labor." The question is, would such a use of convict labor be practicable in this country?

The July number of the magazine contains a long list of very readable and timely articles.

BOOKS RECEIVED

NANCY STAIR. A Novel. By Elinor Macartney Lane, author of "Mills of God." New York: D. Appleton & Co. Price $1.50.

NORTH AMERICAN BIRDS' EGGS. By Chester A. Reed, B.S. Illustrating the eggs of nearly every species of North American birds.

LICENSE FOR EACH TOWN

WESTERN EXPRESS COMPANY DEFEATED IN THE SUIT BROUGHT BY THE GOVERNMENT.

Fargo, N. D., June 30.—The Western Express company, doing business along the Soo road in North Dakota, must pay the government a license for each station.

Some months ago the internal revenue officials made a demand on the company for licenses, alleging that it was doing a wholesale and retail business in North Dakota by selling initialed packages of beer and whisky to any one who would pay the charges. The company resisted the suit.

After the hearing had been on for three days the jury was dismissed on stipulation, and the matter submitted on argument to Judge Amidon. The court ordered for the government in the sum of $3,000, the amount demanded. The case will be appealed.

The state officials will probably await the result of the appeal, and if Judge Amidon is affirmed action will be begun against the express company's agents on the charge of violating the state prohibition law.

J. W. Foley of the Bismarck Tribune was elected grand master of the Masonic grand lodge, A. F. & A. M. The next annual session will be held in Grand Forks.

GARFIELD IN LINE FOR A CABINET PORTFOLIO

New York Sun Special Service.

Washington, June 30.—Commissioner of Corporations James R. Garfield is just now a member of the White House family. When Mrs. Roosevelt and her sister, Miss Carow, went to Oyster Bay last Friday, the president feared he would become lonely, so he invited Mr. Garfield to come up and stay with him until Saturday. Mrs. Garfield is also out of the city.

They practically have converted the White House into a "bachelor hall." They have breakfast alone together, but generally have guests for luncheon and dinner.

The incident is interesting the politicians who are in the city.

It is freely predicted that if Mr. Roosevelt is elected, Mr. Garfield will be given a place in the cabinet.

"WHITE-WINGS'" LUNGS SHOW WHITE PLAGUE

New York Sun Special Service.

New York, June 30.—Street-Cleaning Commissioner Woodbury made public the result of his medical examination of the sweepers' department. He was aided in this work by ten physicians of the health department. Out of a total of 1,872 men, 283 were found to be afflicted with pulmonary complaints. Of this number, sixty had consumption. This percentage, Dr. Woodbury said, was not much above the average, but the percentage of men found to be afflicted with the lesser forms of lung diseases and bronchial troubles is far above the average.

SALMON TO HAVE CHANCE

Packers of the Coast Will Establish a Closed Season.

Special to The Journal.

Vancouver, B. C., June 30.—All the salmon packers of Puget sound and British Columbia will meet July 6 to establish a close season for salmon. All traps and nets will be lifted in the United States and Canada thirty-six hours each week to enable salmon to get to the spawning grounds. As the traps are now established in British Columbia, as well as the states, it is feared the fish will become exterminated. The American canners, if they desire, will be allowed to build hatcheries on the Canadian side.

SUCCESSFUL ADVERTISERS

MR. H. F. McGLACHLIN,

Who has helped to make Warner's Safe Cure known everywhere.

Warner's Safe Cure company of Rochester, N. Y., manufacturers and proprietors of Warner's Safe Remedies, are the successors of the old firm of H. H. Warner & Co., who established the business in the year 1875. The fame of Warner's Safe Cure for the Kidneys and Liver is world-wide, and branch houses are conducted at London, Frankfort, Melbourne and Buenos Aires for the manufacture and sale of Warner's Safe Remedies, which comprise:

Warner's Safe Cure for the Kidneys and Liver.
Warner's Safe Diabetes Cure.
Warner's Safe Rheumatic Cure.
Warner's Safe Nervine.
Warner's Safe Pills.

The efficacy and therapeutic qualities of these standard preparations have been fully attested by their general use for the past thirty years and the recognition of their merits by leading members of the medical profession. Their standard of excellence is strictly maintained and this undoubtedly accounts for the steady and unvarying demand for them during all these years.

Mr. H. F. McGlachlin, who is the company's secretary and manager, has been identified with the company for the past twelve years and devotes his entire time and attention to the conduct of the business. He is a native of Rochester, N. Y., and well known to the drug trade and the advertising fraternity. It is largely due to his indefatigable efforts and good ideas that "Warner's" are as well known as they are.

MINTO FELLED BY OUIMET'S BLOW

INCIDENT OF THE HALFBREED REBELLION OF 1886.

Governor General of Canada Could Not Save His Tory Friend, Lord Dundonald, from Dismissal—Suppressed History Adds Fuel to the Resentment Felt by the Colonials.

Special to The Journal.

Raymond, Alb., June 30.—The Dominion of Canada has been for some time in the throes of an agitation such as only theological disputes or quarrels between military politicians can generate. Those who remember the Schley-Sampson controversy will appreciate to a degree the state of feeling which the Canadian and British press at large has brought to the discussion of the difficulties between Lord Dundonald, general officer commanding the Canadian militia and military forces in Canada, and the Canadian cabinet.

The animus in these debates has not been assessed by the fact that the cabinet ministers are only colonials, with a French-Canadian at their head, while Lord Dundonald was an imperial officer closely allied with the forces which mount guard around the sacred precincts of the British war office.

Amidst the unpleasant smoke of partizan and racial prejudices formed by the debate, it is easy to distinguish, however, that Canada has come to a serious crisis. It is not for Americans to ignore the fact that the arrogance of the British officers toward their colonial troops and civil leaders at the time of the French-Indian wars was the prime cause which led to dissatisfaction and finally revolution. The situation in Canada today would not be less serious were it not that English statesmen and English public opinion are presumably more enlightened as to colonial feeling than in the days of Pitt.

Even before confederation, Canada assumed the burden of defending her own frontiers and her militia took the place of the garrisons of British regulars everywhere, except in Halifax. The present minister of militia in Canada was presumed to have all the rights and responsibilities within the limits of his jurisdiction, of a British secretary for war. The only restriction—a restriction which has now disappeared from the statute book—was that the general officer commanding should be selected from among British regulars.

These officers, with a single exception, have brought to their office such exalted ideas of the superiority of the regular over the colonial ministers, that they have rapidly fallen out with the government, and have had to be sent home under one pretense or another.

Downfall of Dundonald.

The latter, whose term of office is the immediate cause of the present ruction, has been more sudden and his dismissal more peremptory even than in previous cases. Two years ago, when he came to the country, Dundonald brought with him a record of splendid services, brilliant manners and a ready tongue—above all he was a real lord, which has still its influence with many colonials. In public he became a lion. But in government circles it soon became evident that the new commander-in-chief had set his mind upon using his office to breed a spirit of militarism in Canada and to impose upon the country a war establishment. The Laurier government had resolutely set its face against any such policy at the time of the queen's jubilee, and Lord Dundonald was made aware of it. Instead of submitting or giving his resignation, the noble lord set himself the task of recruiting partisans among the members of the minority, apparently with the sanction of the governor general, Lord Minto.

Minto's Record Attacked.

The lotter, whose term of office is soon to be at an end, had a record in dealing with colonials which has been carefully suppressed. During the half-breed rebellion of 1886, the present governor general of Canada, then known only as Lord Melgum, was on the staff of General Middleton. One day he expressed himself in such terms about the men of the Sixty-fifth battalion, composed of French-Canadians, that Lieutenant Colonel Ouimet, its commander, struck him down. Military law was positive as to the penalty incurred by Ouimet in thus striking a superior officer. But he was a man of means and influence, a member of parliament supporting the government then in power, so that it was arranged to let the matter drop if Ouimet would leave his battalion in the field—being thus put in the position of a deserter—and keep silent. He agreed and has lived to be a judge of the court of appeal of the province of Quebec, while his conduct in 1886 has remained unexplained until this day.

Lord Minto having such a record, it can be easily understood that the relations between the French-Canadian Laurier and himself and his tory friend, Lord Dundonald, would easily become unbearable. The secret history to be published in some years to come may explain the real cause of the vehemence shown by the Canadian premier in this case.

Firm Attitude of Colonials.

More important than any display of personal feeling, however, is the firm stand taken by the Canadian government since Dundonald's attacks have been published. Instead of showing any disposition to minimize the matter, the government organs have boldly re-asserted the right of the Canadian government to control its military forces and to exact respectful service from any British officer sent over. It is a stand which Lord Minto himself had to accept when he signed Lord Dundonald's dismissal, and the British government has found it wise not to interfere.

Such incidents do not point to imperial consolidation on the basis of an unloading on the colonies of the military burden now carried by Great Britain.

EPWORTHIANS ELECT

Sioux City District Convention of Leaguers Adjourns.

Special to The Journal.

Sioux City, Iowa, June 30.—After electing officers last evening, the Sioux City district convention of the Epworth league adjourned a three days' session. The district will probably meet next year at Ireton. Following are the new officers: President, Rev. W. B. Empey, Merrill; first vice president, Rev. George L. Search, Sioux City; second vice president, Mrs. William Curyier, Salix; third vice president, Miss Lillie Held, Le Mars; fourth vice president, Miss Ruth Miller, Hawarden; recording secretary, Rev. George Gilbert, Meriden; corresponding secretary, H. C. Saunders, Sioux City; treasurer, T. C. Blue, Storm Lake; junior superintendent, Mrs. Campbell, Sioux City; executive committmen, Ed. Fair, Ireton, and W. E. Tackaberry, Sioux City.

THROWN UPON A SAW.

Winnipeg, Man., June 30.—John R. Turnbull, a Winnipeg contractor, was accidentally killed in his sawmill at Gull river, near Ignace, Ont. He was thrown upon a circular saw.

Defective Page