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Fairy Protector Platt.

The press reports say it was a pathetic sight—and so it must have been—Senator Platt, a feeble, shrunken old man, sitting curled up in the space a tabby cat might fill, answering in hollow voice the searching questions of his inquisitor. He testified quite frankly—it has always been the Platt method to talk boldly when the policy of secrecy was no longer possible—of acts which should make him ashamed and which certainly make the people ashamed of the fact that this old man is a senator of the United States.

Year after year Platt made pilgrimages to the insurance company offices and held them up for campaign contributions. At $10,000 a call, he was reducing the surplus of the companies and saving the country. Whenever funds ran low, Platt would put on his hat and take a wander over to the Equitable building and draw a few thousands on account. He knew where the easy money was and got it.

But Platt is no mendicant. He was doing business on business principles. For every dollar he absorbed of trust funds for the state campaign, he was prepared to render an equivalent in service. "The companies looked to me to protect them from any hostile legislation." It would be interesting to know whether this legislation from which he protected the companies was hostile in the ordinary sense of the term or merely hostile to the clique which had obtained possession. Probably both kinds were represented. There would be many bills introduced by members having for their object the forcing of the insurance companies to put up some money for peace. There would also be bills honestly intended to improve the insurance business. Neither kind would get by Senator Platt in his disguise as the fairy protector. The big green dragon of hostile legislation came out of his cave and fairy Platt waved the wand and lo, he was not. This was very cheap at $10,000 a campaign. The state committee was entitled to more.

Platt and Odell have not much to reproach each other with now.

Judge Grosscup's Plan.

Probably nothing that has appeared in print, since the question of correction of corporate abuses first assumed leading importance, has carried suggestion so straight to the point as the article by Judge Grosscup, in the American Illustrated Magazine, a summary of which was published in The Journal last night.

It is important that so eminent a jurist should have come out with a straight proposition of national incorporation as a remedy for trust aggrandizement, and his distinction between national incorporation as he has presented it and federal license as favored by Commissioner Garfield, is carefully drawn. There is food for thought in the article along several different lines.

Without doubt, however, the average business man who read the article was impressed not so much by the presentation of these problems with which the country has got to grapple sooner or later, as by the straight-shoulder hit at present business methods in the securities markets, which is embodied in the plea for simplicity in the issuance of stocks and bonds.

Provision should be made, in the opinion of Judge Grosscup, for a government exchange, or a private exchange under government supervision. Under this, the New York Stock exchange would give way to a national exchange, or else the government would exercise control over its affairs.

All talk and suggestion of this sort is unpleasant to men of capital. Paternalism on the part of the government they do not want. They dislike new plans, looking to what, to them, is interference with private business. Railroad-rate regulation or supervision by the government is unpopular with the railroad magnates. How would the men of finance like to see the government take charge of affairs in Wall street?

That this will come about is of course unlikely. Certainly it will not come for a long time. But it is wonderful how the thoughts of the people are being turned more and more to the idea of relief from corporate oppression and dishonesty, and it is not unnatural that the government should be looked to as the means of protection. Judge Grosscup's article is of interest, therefore, not only because it contains suggestions that are timely, if not entirely practicable, but because it represents the more advanced, one might say the boldest thought yet expressed by anyone classed with the conservatives rather than with the radicals.

One may well ask what has brought this change in public thought. The answer is not hard to find. The men who are opposed to the plan of governmental "interference" are the very ones who have brought about the probability of it. The combiners of railroads, the manipulators of stocks, the crooked insurance men—these are the ones who have done it. Long ago it was said that the two or three big men of Wall street who were putting everything together into big trusts and working the combination and consolidation idea to death, were doing more to breed socialism in the country than any other combined factors. They were bringing the country nearer to the point of government ownership or government control. If this should come, and be not to their liking, they will have themselves to blame.

Mayor Dunne of Chicago is an anarchist. He wants the streetcars in his city warmed!

As to Divorce.

"Clergymen may inveigh against the divorce evil, but if good is to come, newspapers must intercede," says Judge Bishop of the St. Louis circuit court. The learned judge's idea seemed to be that the newspapers, by ridiculing many of the alleged causes for divorce, could laugh them out of court.

Inasmuch as the judge made this statement after he had finished the job of separating eighteen couples at a single session, perhaps this would be a good point of departure for the newspaper writers. Let them comment airily upon the immaculate wisdom and all-pervading judgment of a man who can, in five hours, learn all about the marital infelicities of thirty-six individuals and decide that they ought not to see one another any more.

This is probably an exaggeration of what this judge did. He very likely had the cases under other consideration and merely registered his decrees at a single session. Nevertheless, there is considerable ground for belief that divorces are granted with too much dispatch by many courts.

Judge Bishop remarks that there are too many grounds for divorce. Infidelity, desertion and the commission of an infamous crime are, in his opinion, good grounds, but there are scarcely any others. There are two others which are extensively used—incompatibility and cruel and inhuman treatment. Incompatibility is a somewhat vague and general complaint. It is sometimes real and sometimes imaginary. The presiding judge may find it imaginary when it is real and real when it is imaginary. There is scarcely any scientific line for him to draw. Perhaps his breakfast may have something to do with it.

Cruel and inhuman treatment is not so uncertain, and yet there are elements of vagueness in this class of divorce complaints. How much of the so-called cruel and inhuman treatment testimony is perjury and how much the result of distorted views of life cannot be known with certainty, but surely a great deal of it is so. When neighbors cannot have a dispute over the clandestine visits of a few hens to a garden without developing in the whole neighborhood a profound ignorance of the truth, it is possible to imagine what it may come to when man and wife fall out.

But perhaps it is useless to blame the courts for granting divorces too easily or the clergy for marrying couples too readily. The trouble originated long before they were called in. Divorce begins before marriage. Judges who have tried many cases agree substantially that most divorce cases originate in too short courtships. The couple took a violent fancy to one another and were married before they had become acquainted. Soon the glamor wore off and resort to the courts for a separation was the next step.

The British sailor fighter knocked out our man in three rounds, but then consider, he was our guest.

Taxation of Railroad Property.

Lawson Purdy, secretary of the New York Tax Reform association, has proposed a new method of taxing railroad property. Mr. Purdy's proposition is to adopt a plan similar to the United States internal revenue law of 1864 and impose a tax on all dividends and interest. It is not proposed to tax dividends and interest direct, as that would not be lawful, but interest and dividends may be taken simply as the measure of the tax upon the corporate property within the state. For illustration, a compilation has been made from data contained in the report of the New York railroad commission, from which it appears that the total taxes of all kinds paid in all states by the steam surface railroads reporting to the railroad commission in the state of New York amount to slightly less than 15 per cent of the total disbursements of these roads on account of interest and dividends. Mr. Purdy would tax all real estate not used in the operation of public service as other local property is taxed. Then upon the basis of interest and dividends he would assess a tax upon the property of the public service corporation as a unit. When the property lies in more than one state, the tax would be apportioned on the mileage basis now in common use. The tax levied within the state he would distribute to the tax districts in which the corporation carries on its public service in proportion to the length of its tracks including branches, sidings and switches within those districts. That would be the same as if we were to apportion to the various counties or towns and cities the gross earnings tax in proportion to the amount of trackage lying in each county, city or town in Minnesota.

Mr. Purdy favors this method rather than the gross earnings system which we employ because he thinks the latter has a fatal defect in that "it is not in proportion to the real earning capacity. It takes no account of cost nor does it pay any regard to the expenses which may be necessary and just. * * * Of two corporations which have equally large gross receipts, one may be in a naturally disadvantageous position which increases unduly the cost of operation or management. Clearly its ability to pay is less than that of the rival company in possession of natural advantages."

Mr. Purdy argues in favor of his plan that the corporation knows exactly what tax it will be obliged to pay. It will have no interest in the personnel of the board that does the assessing because no dispute can arise as to the amount of the tax. Substantially the same can be said of the gross earnings tax. There is this to be said of the Purdy plan, however—that it levies its heaviest assessment on the most prosperous corporations, or rather, it levies its heaviest assessment when the corporation is most prosperous.

It is not to be expected, of course, that Minnesota will abandon her gross earnings tax on public service corporations. It has hitherto been regarded as the most intelligent system and is perhaps a more certain revenue producer than the plan proposed by Mr. Purdy.

Not long ago Russia forbade the purchase and use of typewriters without police permission. The order was to prevent the dissemination of typewritten revolutionary circulars. Now the typewriter companies are having machines built with an extra magazine of consonants and are moving on the czar's works.

A Washington philosopher said that the difference between a certain brilliant official and Secretary Taft was that everybody admired Mr. So-and-So, but everybody liked Taft. They say that large bodies move slowly, but Mr. Taft has certainly moved rapidly into the public liking.

Stanley Washburn's letter in today's Journal throws a new light on Japanese military affairs and shows that the devotion to system and adherence to the prepared plan cost the Japs a great deal in the last war. Their plans were too complete and well defined sometimes.

Senator Hopkins of Illinois on his arrival in Washington said: "In the long run the senate will pass a railway bill substantially along the lines indicated by President Roosevelt." "In the long run" probably describes the condition precedent.

A Berlin dispatch declares the German nation is disgusted with the "frauds committed in the recent New York election." There are several people in Germany who get disgusted whenever any proposition to put anything in the hand of the people is broached.

The Detroit Journal is surprised at the surprise expressed because the Standard Oil crowd attempted to realize the financial possibilities of the McKinley assassination. When you play cards with that gang you "cannot stop to spit."

Secretary Taft contends that the canal will meet with ample obstructions in Panama, without encountering them in Washington. Our elderly statesmen, however, will see to it that there is the proper delay in Washington.

Hon. Champ Clark of Missouri is trying to "throw a glow" over democratic prospects. Almost anything that might be thrown over democratic prospects would make them look better.

A Zanesville, Ohio, genius must live in an insane asylum for a week in payment of an election bet. A man who will make a bet like that will feel right at home in an asylum.

Mr. Lawson says that he lost $12,000,000 in the Amalgamated deal when his dear old friend Henry H. Rogers pulled the string. No wonder Mr. Lawson paws the dirt and snorts monthly.

A Chicago woman threw $15,000 into the fire in order to learn whether her husband married her for her money. What is the answer?

Congressman Landis of Indiana says that the world is all right. It might be a much better world if the senate didn't hold it back.

Judging from the fact that he has employed twelve lawyers many people insist that Mayor McClellan must be guilty.

W. T. Stead makes special mention of the fact that the czar is the coolest man in Russia. In a cold sweat, perhaps.

Another lot of reformers are saying that the corset must go. Yet the corset always retorts: "I'm here to stay."

THE RUSSIAN FREEMAN

Washington Star.

Out of the darkness far blacker than night,
Hurled unexpectedly into the light,
Viewing the sun with too careless a gaze,
Writhing in pain at the touch of its rays.

Hating the horrors that gathered so fast,
Judging the future alone by the past,
Struggling and snarling, suspicious and sore,
Killing and cursing and worse than before.

"A MAIDEN FREE"

Ye shall not lack for the sun's fierce shining—
With the gold of my hair will I make ye glad;
For your blown, red forests give no repining—
Here are my lips; will ye still be sad?
Comfort ye, comfort ye, days of cloud,
Days of shadow, of wrath, of blast—
I who love ye am come at last.
Laugh to welcome me! cry aloud!

For wild am I as thy winds and rains—
Free to come and to go as they;
Love's moon sways not the tides of my veins;
There is no voice that can bid me stay.
Out and away on the drenched, brown leas!
Out to the great, glad heart of the year!
Nothing to grieve for, nothing to fear;
Fetterless, lawless, a maiden free!

—Amelie Rives.

CONSTANCY

Over the hills and far away,
Beyond earth's farthest purple rim
And past the crimson edge of day
She followed him.

He'd left her stunned with many a bruise
And tied with a weighted sack;
She was a cat he tried to lose—
But she came back.

—Chicago Record-Herald.

THE OPEN BOOK

By W. P. Kirkwood.

EVIDENCES OF IMMORTALITY IN EVERY-DAY LIFE.—In dealing with most problems of life we are apt to look for solutions in some yet undiscovered field. Some new find, we say, will some day let in the light and then we shall know the truth. Those who see only the material world expect to see the belief in immortality dissipated by some test like Burke's with radium on bouillon. Those who refuse to admit that life ends in dust look for support for their belief in some miracle of far-off origin—too often they do that alone, overlooking the evidences of an endless life in every-day experience. As a help to the study of the ever-present evidences, Samuel McChord Crothers, in a lecture called **The Endless Life**, delivered in the Ingersoll course at Harvard, has made a most valuable contribution.

SAMUEL McCHORD CROTHERS, Author of "The Endless Life."

Mr. Crothers takes the finite things, or those we reckon as finite, and shows how they lead to the infinite. The moment we call now, a moment ago was a part of the infinite future, and a moment later will be as much a part of the past as the days of Herod. Here is bounded by a limited horizon, but when we look upward there are no enclosures, only infinite depths of space. The sense of power felt in watching a projectile's flight enlarges in the study of whirling worlds. Beside these immensities to which the common things of life lead, man seems insignificent, one of the meanest of finite things. But then come questionings, dissatisfaction that it should be so. "The most significant thing is spiritual evolution," says Mr. Crothers, "is that we have a creature actually existing who has become dissatisfied with his old environment and has deliberately projected himself into a new environment. His past and present are not enough for him. He consciously lays hold upon the future."

Mr. Crothers leads his reader thus far and much farther along a pleasant path, and he does so in a pleasant and convincing manner. He does not prove immortality; he does not pretend to; but he does strengthen one's faith, makes him "take counsel of his courage rather than of his fears," and helps one to cease his complainings.

Houghton, Mifflin & Co. 75 cents net.

A SONG.

Dead leaves that whirl in the tattered wind
That once were fairy gold,
Breathlessly, hopelessly torn and blind—
This it is to be old.

Wild songs that clang on the silver air,
A flame with a forked tongue,
Passionate, masterful, wise and fair—
This it is to be young.

—Helen May Whitney in the Christmas Metropolitan Magazine.

PORTFOLIO OF "BIRD PORTRAITS."—Something for the bird-lover to exclaim over and delight in is a portfolio of bird portraits from paintings by Bruce Horsfall, with descriptions by W. E. D. Scott, one of the highest authorities on birds in the country. Mr. Horsfall made his portraits from life. His aim was to catch the character of the birds, and one looking at the portraits realizes that he has succeeded fully. The pictures from the portfolio, framed, would make admirable additions to the home picture collection of a bird-lover, and would be both valuable and decorative for the schoolroom, where Mr. Scott's illuminating notes would, with the pictures, make every boy or girl a life friend of at least the eight of our feathered beauties included in Mr. Horsfall's group. The list includes the bluebird, the robin, the meadowlark, the young bobolink, the starling, the brown thrasher and the catbird.

McClure, Phillips & Co., New York.

STRIKING PASSAGES FROM F. MAX MULLER'S WRITINGS.—The wife of F. Max Muller has gathered into a book of portable form various striking passages from the works of the professor. She has added to such passages extracts from letters and from unfinished writings. The book is one to appeal to those questioning the meaning of life and its burdens. Professor Muller had learned the lesson of resignation, and the manner in which he met the ills of life is a study full of good for him who will undertake it. The book bears the title **Life and Religion.**

Doubleday, Page & Co., New York. $1.50 net.

THE MAGAZINES

The Christmas Scribner's.—The Christmas number of **Scribner's Magazine** contains fiction by a remarkable list of contributors, which includes Frances Hodgson Burnett, Richard Harding Davis, F. Hopkinson Smith, Mary R. S. Andrews, Ralph D. Paine and Nelson Lloyd. There is also one of Henry van Dyke's most imaginative poems entitled "The Swarming of the White Bees," which is full of melody and fancy. Artistically the number is made beautiful by a colored cover, and many illustrations reproduced in colors, by F. C. Yohn, Henry McCarter, J. C. Leyendecker and George Wright. There is also a beautiful art article by Kenyon Cox on the paintings of Holbein, with many examples of his work.

The features of the number are too many to name. It is enough to say that it is a magazine to delight the discriminating reader.

American Illustrated Magazine for December.—Interesting as usual for its capital short stories and well-illustrated articles, the Christmas number of the **American Illustrated** stands out among the magazines of the month because of one article, "Who Shall Own America?—The Control of Corporations—A Problem and the Solution," by Judge Grosscup of the United States circuit court of appeals. In this article Judge Grosscup brings forward a real constructive piece of work. Judge Grosscup made a national reputation by his action in the Debs riots at Chicago in 1894 and by his recent meat trust decision, and as a prominent university professor said recently, anything that he says on corporations demands attention. Judge Grosscup points out specific remedies, not mad remedies, but thoroly rational and practical; he advocates among other things the federal incorporation touched upon by President Roosevelt in one of his speeches in the south.

The American Illustrated is not a one-article magazine. All the stories of the number are excellent, and in illustration it is much above par.

"Soldiers of the Common Good" is Charles Edward Russell's term for the brave and thoughtful men who, in every modern civilized country, are striving to promote the greater welfare of the millions; dramatic and profoundly moving are the tales of these sociological pioneers, which he tells in the opening chapters of his new serial in the December **Everybody's.** How many Americans know the history of the Toad Lane weavers, who, by saving twopence a week, founded the great system of co-operation in England? Or how many of us realize, for that matter, the tremendous hold that co-operation has on the industrial life of Great Britain today? The citizen who has hope for the future will find this good reading.

Mr. Lawson, in his latest installment of "Frenzied Finance," makes public the ghastly plot whereby "Standard Oil" tried to make millions from the fatal wound of President McKinley.

Effort has been made to make the Christmas number of Everybody's exceptionally strong in fiction. The first installment of Rex E. Beach's romance of the Alaskan gold fields, "The Spoilers," indicates that this is a stirring story. Supplementing the novel are a characteristically spirited story by O. Henry; Booth Tarkington's "Lord Jerningham," one of the best love stories of the year; and Grace S. Richmond's "On Christmas Day in the Morning," a thoroly fresh and charming "home story."

AMUSEMENTS

Foyer Chat.

"Strongheart" is duplicating the success scored last season at the Metropolitan, and is attracting the largest attendance of the present season. Tonight will witness the last performance of this great college play by Robert Edeson and his capable company.

The story of "Ann La Mont," the modern problem play, in which Florence Roberts will play the title role at the Metropolitan tomorrow night and the remainder of this week, concerns a young woman of breeding, temperament and education, who is at war with the conventions. The theme concerns the woman's reformation and fight against the social law which condemns the woman and condones the man.

At the Metropolitan tomorrow the sale of seats will open for Richard Carle's biggest and best musical play, "The Maid and the Mummy." This piece has enjoyed three-month runs in New York, Philadelphia and Chicago, and is a splendid all-around entertainment. Interest in Minneapolis is unusual in the forthcoming presentations of this play, as Miss Janet Priest, formerly of this city, has one of the leading roles. May Boley, George Beane, Edward Groh, Frank Smiley, Rose Walker and other musical comedy celebrities also are in the cast.

"The Girl and the Bandit" closes its engagement at the Auditorium tonight. With Viola Gillette, Mabel Hite, Joseph C. Miron, George MacFarlane, Marion Wilder, Frances Ann Weare, John G. Sparks and T. Henry Coote, Mr. Perley has assembled a most efficient cast of principals and the chorus is a positive revelation of what may be accomplished in this department of light opera.

Rose Melville in "Sis Hopkins," is playing to crowded houses at the Bijou this week. This is Miss Melville's seventh season in the piece.

Judging from the demand for seats for Kellar's performance at the Bijou, which commences next Sunday afternoon, a record-breaking business is in sight for this popular theater. Kellar is always one of Minneapolis' favorite entertainers.

The puzzling manner in which T. Nelson Downs, at the Orpheum this week, causes coins to materialize and disappear at will is one of the best examples of digital dexterity ever seen here, his favorite feat of picking twelve coins out of the air in rapid succession always winning enthusiastic applause.

The celebrated Rennee family of five, international singers and lightning change artists, are the stellar attraction at the Lyceum this week. The famous Tourist trio, comedy singers; Mack and Elliott, in a new sketch; Hal De Forest and company in a comedy bit, and Dick's Challenge Dog and Pony Circus are good acts.

"The Harmonious Trio," one of the best legitimate singing acts ever presented in vaudeville, is the head-liner of the Unique's bill this week. Another topliner is the act of the Hirschornes, Alpine warblers. Hanvey, Doane and company present "Clams," a new farce, and Burke brothers give an exhibition of fancy club swinging and hoop rolling.

NOTED HOTEL CLOSED

Passing of Brookfield Tavern, the Home of Famous Men.

West Brookfield, Mass., Nov. 22.—The old Brookfield tavern, built in 1760, has been closed, and for the first time in more than 200 years the town is without a hostelry. Were the registers of the house in existence they would show a list of signatures that would be welcomed by the most aristocratic metropolitan hotels.

George Washington was entertained in 1789, and a few months later Martha Washington was a guest. John Adams, the second president of the United States, occupied the best chamber in 1799. In 1804 Jerome Bonaparte and his strikingly handsome bride, Elizabeth Patterson of Baltimore, grandmother to the present secretary of the navy, were received. Three years later Jerome Bonaparte was made King of Westphalia by Napoleon. Lafayette stopped at the tavern on his triumphal tour in 1824. From beneath the roof of the famous inn were dispatched minute men to Lexington and Concord, and patriots who fought at Bunker Hill. With the advent of railroads and the passing of stage routes the institution failed to pay.

Working Girls' Home, 1500 Fifth Avenue S.

Free of charges as far as rooms and locating girls in good families is concerned. Country girls in great demand by first-class families. This home is simply non-sectarian. It is clean, well-regulated and doing good to citizens and girls themselves as well. Mrs. Sarah L. Sequin, matron, Rev. P. A. Sequin, manager.

Through Sleeping Car Service to Marshall, Minn.

The sleeping car from Minneapolis and St. Paul via the North-Western Line to Redfield, now runs via Tracy thru Marshall, Canby and Goodwin to Watertown and Redfield, and the Huron sleeper runs via Tracy thru Brookings and Lake Benton. Connection at Huron except Sunday for Wolsey, Miller and Pierre.

Hoodwinks the Oculist. Madden Eye Medicin cures eyes. (Don't smart.) 25c.

NAN PATTERSON IN FEAR OF JEROME

Woman of the Young Murder Trial Is Stricken with Terror.

Journal Special Service.

San Juan, Porto Rico, Nov. 22.—With her presence here unknown except to a few, "Nan Patterson," now Mrs. Leon Martin, who was the central figure of three sensational trials for the murder of Cesar Young, is stopping on this island with her husband. Her nerves, it is said, are almost shattered, and upon hearing that District Attorney Jerome was re-elected she became hysterical and could not be calmed.

Leon Martin, from whom she was divorced and whom she recently remarried, has a friend in San Juan with whom they have been staying. Their presence has been kept a secret as far as possible, altho several persons recognized her because of her picture in the newspapers. Her jaunty air has disappeared and she seems careworn. It is common talk among her friends that the suspension of sentence and the fact that at any time upon her return to the United States District Attorney Jerome might resume his prosecution of her, haunts her continually.

"Nan a Stricken Girl."

Altho she appears devoted to her husband, she is continually irritable and a physician has been called to attend her upon frequent occasions. A man who saw her several times in New York city and who is visiting friends in San Juan, said today:

"Nan looks ten years older than when I last saw her. She appears continually frightened. There must be something that is continually worrying her. When I knew her she was always vivacious and lively, always ready to laugh and joke, and never depressed. I saw her yesterday listening to the band concert on the plaza. She did not seem to heed the music, but gazed far out to sea, preoccupied over something which nobody knows but herself. Nan Patterson is a stricken girl."

Sight-Seeing Tour.

Mr. and Mrs. Martin arrived here in the steamship Ponce. They made a sight-seeing tour of the city with Mr. Martin's friend, but after on day's stay, departed on the Ponce for a tour around the island. They returned to San Juan two days later.

There is a rumor to the effect that Nan Patterson intends to return to the United States to plead with Mr. Jerome to have the weight of a suspended sentence lifted from her shoulders.

Neither Mr. nor Mrs. Martin will discuss their affairs for publication.

WEAK SPOTS IN JAPAN'S WARFARE

Continued from First Page.

The waterways, such as the Liao river, were of enormous benefit to the Japanese and were used absolutely at the top notch of efficiency. But, unfortunately for the islanders, the waterways were few and far between, and when the war closed they had reached the last point where the Liao was of value to them. After that they would have been dependent on their own carts and the line of the railroad.

Trouble with Land Transport.

The Japanese cart is very small, carrying between 800 and 1,000 pounds of supplies, ammunition or what not. Each cart requires a man, who must devote his entire time to keeping the pony from charging about and mixing up with his equally atrocious playmates. In other armies four horses driven by one man pull an average weight of a ton apiece. With the Japanese one horse attended by one man pulls less than half a ton and makes a terrible disturbance in doing that bit of work. The result has been that it took weeks and months for the Japanese to make a move. After they had made one advance they waited for long periods until the thousands of tiny carts could bring up food and ammunition for another advance. This was a grave weakness in their grand strategy, for no army can strike quickly and effectively unless it can keep its baggage and supply train always in touch with it.

The last great weakness to be mentioned is the railroad, which, from an American point of view, is about the worst built and worst operated bit of line that one ever saw. In the first place, the grades are inexcusably heavy, for Manchuria is not a difficult railroad country. However, the Russians, not the Japanese, are responsible for this. Then the steel is light, being not over forty-eight pounds, and the construction is generally second-class. The Japanese have changed the Rusisan five-foot gage to suit the toy equipment of their narrow-gage imperial railroad system in Japan. And here lies the greatest of all their troubles. For how can they expect to do a man's work with a child's size railroad?

Railroading in Manchuria.

The cars are absurd little creations which hold six tons apiece and the engines are built to haul twenty to thirty of these little cars at a time. The net result is that the line is blocked with dozens of these absurd little trains, which all together carry less than is carried by one good-sized American train. A single American locomotive weighs over one hundred tons and pulls forty cars each with a load of fifty tons, or a total pull of over two thousand tons, or nearly twenty times what one Japanese engine hauls.

The disadvantages that the Japanese have had to face because of these conditions are excusable, but the poor operation even of these small trains to an outsider seems a bit beyond excuse. The poor, wheezing little engines are not responsible for their feebleness, but surely some one is responsible for the fact that hours and hours elapse at every siding. The distance from Mukden to Tieling is forty miles. I have made the trip four times and never in less than four and a half to five solid hours, perhaps two of which were spent on sidings waiting for another train down the line which was waiting for its schedule time to come around before it moved on to the next station.

The Japanese, like the entire east, apparently fail to realize the value of time. They are better than the Chinese, who figure by days and weeks. The Japanese have got down to hours, but they have a lot to learn before they can operate railroads on American lines where the unit of time is not weeks, days or hours, but minutes and seconds. —Stanley Washburn.

Guide to Guide Books Issued by Chicago Great Western Railway.

A complete list of Guide Books to Florida, Virginia, North Carolina, Cuba, California and the Southwest. Don't fail to get one if you contemplate a Winter trip, at City Ticket Office, Fifth and Nicollet Ave., Minneapolis, Minn.

All Ready

On Dec. 4, the new line of the Soo between Thief River Falls and Kenmare will be open for business. Call at 119 Third street S for full particulars.

SHIPS GO DOWN IN GALE-SWEPT SEA

Two Vessels Hurled on Rocks in the Graveyard of the Atlantic.

Halifax, N. S., Nov. 22.—The violent storm which swept the coast of Nova Scotia the latter part of last week apparently has claimed two more victims.

A two-masted steamer went to the bottom on Thursday afternoon off Beaver Harbor, on the east coast of the province, fifty-five miles off Halifax. Not one of her crew survived. The hull of another vessel was sighted by the craft that reported the sinking of the wreck of the two-master.

News of that disaster, which is one of the strangest in shipping records, was brought to Halifax by the steamer Kilkeel, commanded by Captain Allan, from Port Hastings, Cape Breton, with a cargo of coal.

Steamer Heavily Laden.

The Kilkeel on Thursday morning ran into a gale. Heading into Beaver Harbor at 10 o'clock, Captain Allan observed behind him another steamer, with two masts and heavily laden, approaching. The gale was then blowing at a terrific rate, and the sea was breaking heavily on the numerous shoals which stud that coast.

When the Kilkeel reached the haven, the unknown steamer passed west of Horse island, near the harbor entrance, which hid her hull. Suddenly a great cloud of smoke or steam shot upward, and when it cleared away the masts of the incoming steamer had vanished. The officers in the Kilkeel, who had been watching the approaching steamer, declare they are positive she went to the bottom, and they say that they are sure that no boat could live in the sea that prevailed.

Struck a Rock.

They believe she ran too far west and struck a rock and that as she foundered her boilers exploded. When the Kilkeel came out of Beaver Harbor Sunday, after the sea had moderated to some extent, the captain and his officers had their glasses on the spot where they thought the disaster occurred, and they saw what they took to be the funnel of a steamer sticking out for some distance above the water.

There was such a heavy sea running then that the Kilkeel could not approach the dangerous shoals.

Off Ship Harbor, thirty miles west of Halifax, a large schooner, bottom up, was passed by the Kilkeel on Sunday morning, making the fourth wreck reported on the Novia Scotia coast in two days. There was nothing visible by which the schooner could be identified.

NINE SECONDS FOR THIS CHICAGO WEDDING

Journal Special Service.

Chicago, Nov. 22.—It required just nine seconds for Lulu Liller, a negress of Knoxville, Tenn., to become Mrs. Whitroy of Chicago. Judge Julian Mack officiated at the wedding. The cloakroom off the juvenile courtroom was the scene of the ceremony.

The judge left his chair, stepped into the room, performed the ceremony and was back in his seat with the next case called before witnesses for the one case which had been disposed of had moved away to give place to the witness in the next.

"Do you want to marry this woman?" and "Do you want to marry this man?" elicited answers in the affirmative. "Do you promise to be a good husband?" and "Do you promise to be a good wife?" completed the exchange of vows.

"Then I pronounce you man and wife," said the judge.

NATURE APOSTLE DIES, VICTIM OF FASTING

Journal Special Service.

Chicago, Nov. 22.—Unable to retain nourishment, due to long periods of fasting, John Kleinst, the "back to nature" preacher, died yesterday in his room at 683 Grand avenue, to which he had been taken a week ago by a friend.

Kleinst, who was 50 years old, had traveled all over the country on foot, wearing only sandals and clad in the thinnest and coarsest garments. When he did not fast he lived on roots and herbs. One of his beliefs was that the day of judgment was at hand, and frequently he would stop persons on the street and with uplifted fingers warn them to prepare for the last day.

He wore no underclothing, and for a few months he was a familiar figure in the downtown streets, in which he sold pamphlets advocating his ideas of getting back to nature.

DIES AT 94, MOURNED BY 111 DESCENDANTS

Journal Special Service.

Chicago, Nov. 22.—In the death of Gottfried Thomas, who has just been buried in Milwaukee, and who was one of that city's oldest inhabitants, there passed away the head of probably one of the most remarkable families in the country. Mr. Thomas was 94 years old and no fewer than 111 children, grandchildren and great-grandchildren survive him. A majority of them were present at the funeral. Of the grandchildren, the eldest is 44 years old. Of the great-grandchildren the eldest is 21, while many of them still are infants. The grandchildren and great-grandchildren are scattered from California to New York, and from Wisconsin as far south as Missouri.

FAMOUS TRAIN IN MUSIC

"The Pennsylvania Special" March by Bandmaster Innes Scores a Hit.

The latest musical composition to strike the popular ear and score as the distinct hit of the season is "The Pennsylvania Special" march, composed by the famous bandmaster, F. N. Innes, and played for the first time recently in Chicago by his noted New York Orchestral band. The two-step captivated the audience and encore after encore was called for. The march possesses the irresistible quality which destines it to be played, whistled and danced throughout the musical world. The new two-step bears the name of the pioneer eighteen-hour train between Chicago and New York established over the Pennsylvania lines last June and which has won a world-wide celebrity. Composer Innes dedicated the march to Samuel Moody, general passenger agent of the Pennsylvania lines.

The piano score has been handsomely engraved and printed in keeping with the high-class character of the composition. A presentation copy of the music may be obtained by sending a request with four cents postage to Pennsylvania Lines Advertising Bureau, 702 Union Station, Pittsburg, Pa.

Wheat Line Completed.

On Dec. 4 the Soo Line will open the new road between Thief River Falls and Kenmare for business. Call at 119 Third street S for full particulars.

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