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OUR VULNERABLE SPOT.

In an address to the school teachers of Nebraska President Jacob Gould Schurman of Cornell university expressed himself more pointedly than heretofore in favor of the ultimate independence of the Philippines.

There has been no dissent from his declaration of a few days ago to the effect that our only excuse for being in the Philippines is to prepare them for real independence.

Events in Venezuela have awakened us to a realization of the peril we entertain by holding these far-away islands, and self interest may hasten righteous conviction.

To hold the Philippines against reasonably contemplated eventualities we must incur the expense of a vast navy which it will take a quarter of a century and billions of money to build up.

There never was just such a place of folly as the possession of the Philippines by the United States except as a temporary trust.

Our fight with Spain made us bigoted. The possibility of conflict with such an alliance as England and Germany should recall us to our senses.

MORGAN'S TRUST FEES. The profits which the firm of J. P. Morgan & Co. received last year from financing big industries and financial combinations are thus roughly estimated:

No doubt this service was worth to the trusts all that was charged. Nobody but Morgan could have done it, and he has made the properties worth much more than the constituent parts—worth it, that is, by the trust valuation of what the organiza-

tions are enabled by monopoly to exact profits on. But what was the service worth to the public, which is the only true measure of performance? Many times more than \$42,000,000 less than nothing.

No wonder the steel trust wants its employees to become shareholders. It would make a baron with labor to give respectability and support to its scheme of spoliation, though laborers may understand that they will receive but a small proportion of the loot.

When the attorney for the Erie road was asked about the charge that his company had deceived men in taking them into the coal region to break the strike he answered that he was confident his company had done nothing unlawful.

No man of sane mind or sound views will dispute that such operations are crimes, though they are not so defined in the statutes. And if the American people were not so patient a people, if Providence were not so bountiful to the masses, there would be a protest against these monstrous wrongs that would effect a prompt remedy or work a revolution.

There is no difference between the highwayman and the trust or extortioner. One compels the victim to give something for nothing, the other to pay more than the article or service is worth.

HILARIO PLACIDO, traitor to his people, and to whom the success of Funston's expedition to capture Aguinaldo is due, has been sentenced to imprisonment for murder. This will doubtless cause the Filipinos to wax hilarious at the expense of Hilario.

HAVES YOU YET gotten into the habit of writing it 1903?

There is one thing at least that may be said in favor of the new calendars. No matter how gaudy their color combinations are, they themselves, without exception, are up-to-date.

AM, there, Honolulu! Let us hope the cable may never be cut by the enemy.

HONOLULU: It will not have to come to Washington so frequently now that the cable is in operation. The president can decline to give her an audience by cable.

BOGALUSKI'S utterances are not inspired. We must admit that we suspected as much.

WHEN many people admired the roses in the Tournament of Roses at Pasadena, California, there were doubtless a few who were stuck on the thorns.

HOUSTON starts the New Year with about twenty-five miles of paved street and sidewalks sunk in the mud.

CASTRO will permit nothing to interrupt his dance. He doubtless realizes that he will have to pay the fiddler and so wishes to get his money's worth.

Tax international agreement governing lobster fishing will be renewed. This should be of interest to chorus girls.

AS REGARDS the story that he would renounce the presidency, Castro says, "there's nothing in it!" He means the story, not the presidency.

CASTRO is so indignant that if his lungs were strong enough he would doubtless blow the combined fleets out of the water.

BARON Dole's first message was made public it was generally supposed that he had asked for a place on the canal commission.

The New Maine. (Philadelphia North American.) The new battle ship Maine—the successor to that Maine whose destruction in the harbor of Havana nearly five years ago inaugurated a new era in National history and incidentally changed the map of the world—was formally transferred to the United States government yesterday at League Island Navy yard.

carry and all of her officers were on board. Admiral Sands immediately proceeded to the wharf and, boarding the battle ship, went through the brief ceremony by which the Maine was put in commission.

The poster of officers of the Maine is as follows: Captain, E. H. C. Loring, late in charge of the gun factory at Washington; Lieutenant commanders, T. S. Rodgers, L. W. Garrett and F. W. Bartlett; Lieutenants, A. M. Beecher, J. F. Carter, W. T. Claveria, A. T. Willard, J. H. Holden, H. H. Caldwell and W. A. Moffett; Surgeon, W. E. Doherty; paymaster, J. J. Chastain; ensign, J. J. Yates; midshipmen, B. A. Long, C. Goodrich, A. Andrews and N. S. Manley; pay clerk, I. I. Hancock.

POINTS ABOUT PEOPLE. Frank Mitchell, a negro born in slavery 205 years ago, is still living at Akron, Ohio, and has a vivid recollection of events that occurred in the first part of the last century. He has smoked and chewed tobacco for over 100 years.

Spencer Clark of New York and George Foster Peabody of Brooklyn have a force of workmen employed in remodeling Cranbridge, a hotel on Lake George, where they will establish a vacation home for the young women toilettes of New York City.

Henry Marr, a farmer living near Columbus, Ind., lives closer than any other man to the center of population as fixed by the United States census. A stone slab marking this point has been placed in Marr's barnyard. If the returns are to be relied on there were when the census was taken 18,650,000 people in each direction from the farm.

SPORTSMEN AND BIRDS. Temple, Texas, December 31.—Since the meeting of the boll weevil convention in Dallas and the passage by that body of a resolution demanding a law prohibiting the killing of kinds of birds for a term of years, there has appeared a number of articles in the State press setting forth that such a law is imperative and condemning the hunters as among the greatest enemies the birds have. Not one line have I read in the hunter's defense nor has it been intimated that the hunter has a defense.

I claim that the sportsman is the greatest protector the birds have, and only through him there is a chance for the birds to multiply and increase. He is a sportsman, I use that term advisedly, and do not mean the pot hunter, the market hunter, and the boy who shoots at everything in sight. The sportsman has been trying for years to have passed a law that would protect the birds from this class of hunters.

I claim that with the passage of such a law as demanded by the Dallas convention the slaughter of birds will be more ruthless than at present. Public sentiment does not demand any such law. Public sentiment is demanding a boll weevil remedy. Public sentiment is grasping in the dark for any remedy and like the drowning man is ready to grasp at a straw. The sportsman has been magnified until it is widely believed that the preservation of bird life will prove a panacea for all the evils the farmer is heir to. There are true lovers of the bird in this movement, but they have not weighed carefully the consequences of such a law. Pass a law prohibiting the killing of all birds at all times of the year and the sportsman will quit disgusted.

The officers of the State pay but little attention to the present game laws; the grand juries seldom question witnesses as to violations of it; and it is a rare thing to hear of a conviction for its violation. How can it be expected that more will be done under a law more strict?

The farmer has at present all the law needed to protect the birds. By simply posting his land he can prosecute any and all trespassers. If he has not taken advantage of this law, can it be expected that he will be more vigilant if the proposed law is passed? In fact, will anybody make his business to protect the birds? Paradoxical as it may sound, the sportsman is the only active friend the birds have.

The sportsman asks for a law that will permit of an open season on quail and doves at stated times of the year. He asks for a law that will prohibit their being killed at other times. He will cheerfully co-operate with others interested in the prohibition of the killing of all other birds. And here let me remark that quail and doves are not insect destroyers, or can not properly be classed as such.

And the sportsman asks more. He asks that the law be enforced, and stands ready to enforce it. It is to his interest to do so. He offers a law that has proven very satisfactory in many of the other States. The sportsman wants incorporated in the game laws a provision for the appointment by the governor of a State game warden, who shall have power to appoint deputies wherever needed, and whose sole duty it shall be to enforce the game laws. The sportsman of every community will co-operate with the game warden, and it shall be his duty to prosecute all known or reported violations of the law. The expense of the game warden may be made good by direct taxes upon those who hunt. In the States where such laws prevail much good has been accomplished and many of them report the birds as multiplying and increasing.

The sportsman asks that a law be passed absolutely prohibiting the sale of all game. This done and the market hunter is eliminated. The sportsman will consent to a law regulating the quantity of game killed per day. This done and the pot hunter is practically cut out.

Those interested in a law of protection that will protect the birds are asked to co-operate with those who know they are in the State—the sportsmen. Let them urge their representatives in the coming legislature to pass such laws as have proven their efficacy by years of trials in other States.

The sportsman is "agin" the boll weevil as strong as anybody, but he deprecates the hue and cry now senselessly raised against all that is good in bird preservation. A law suppressing the hunter and the market hunter, and protecting absolutely all birds that are insect eaters, is what is needed and such a law would help in every community good citizens who would assist in its enforcement, whereas a law that would seek to prohibit all bird killing would have no active friends and would expose the birds of all kinds to indiscriminate slaughter at the hands of the many who observe only such laws as are rigidly enforced. F. L. DAWSON.

Jampering With Trifles (By J. N. Lewis.)

DREAM OF A DREAM. Oh, I have walked where a stream was slipping, And stood long while by its rippling edge. Where sweetfags grew and the leaves were dripping, And heard it whisper and stir the reed.

LAYING THE TRAIL. "Bobby, why has sister gone away crying?" "I don't know, mamma. Johnny and me was playin' Injun and sister ast if she could play an' I told her to make tracks, an' then she done like you see her."

WENT AGAINST HIM. "I understand that you have just returned after a cycling tour through England. How did the energy strike you?" "It generally struck me when I was down."

A maiden named Annabel Rose, Who was given to up-to-date clothes, From Santa Claus got A nice horse and lot, But it fell through the clocks in her nose.

New Year's morning 7 a. m.—"Thank you, I've wote off." New Year's evening 7 p. m.—"Betcher yer life (hic) swore off. Bin' assistent; said azer would. Took a beer an' us (hic) larkin' serent. Wazers right; Swore off (hic) some more to (hic) morter (hic). Rab'—wazers Tribune. Better set a rat trap in your garret.

The births in New York total 51,688 a baby every ten minutes.—El Paso Herald. Wouldn't you hate to start housekeeping in New York?

A prize is to be awarded the Texas inventor who develops the best way of circumventing the boll weevil. It is to be a race between man's ingenuity and a small insect's voracity.—Cleveland Enterprise.

Diversify. What's the prize, and when do we get it? When a young lady bets kisses on a university game and the result is a tie, how is the thing usually worked off?—San Antonio Light.

We're not running a "heart-to-heart talk" department, but just this once, to help you out. Why don't you suggest a swapping arrangement with the unfortunate young lady?

Plant trees. This is the natural home of the peach, which, tho' of slow growth, is of lasting benefit. Plant pecan trees and in due time you shall reap a rich and abundant harvest.—Orange Valley Tribune.

And that advice isn't as nutty as you might think it, either.

The Tribune's Cotton Pests edition received many kindly and commendatory notices from the press. So many that we do not know whether to try to print them or not. But in any event they are indeed appreciated.—Paco Weekly Tribune.

For some reason The Post failed to connect with that Cotton Pests Edition, but from the excerpts and editorials we have seen in our other exchanges we are familiar enough with it to feel safe in saying that it was up to the standard of excellence which Mr. McCollum long ago established for his paper.

In the good old summer time, In the good old summer time, The Rock Island road perhaps will be In Houston with its line. If conclusions will only come, And listen to my rhyme, We'll all ride on the Rock Island In the good old summer time. —Lo Porto Chronicle.

In the good old summer time, In the good old summer time, We'll have all things worth having, for As hustlers were sublime! La Porte, which is our suburb now— Just listen to our rhyme— Will be right in the city then, In the good old summer time.

The report of the holiday trade throughout Trinity, with a few exceptions, is certainly gratifying. Happiness and plenty have invaded the homes and kindled a fire of devotion in the parental bosoms, leaving the dreary past obscure in the dense shadow of a bright and prosperous future.

That's good! It's all good, and we're glad! The prosperity is the best thing about it, but the next best is "the dense shadow of a bright and prosperous future."

Waco is making arrangements to rush matters toward the top notch in material progress during 1903 and 1904. She has done well in 1902, but she will do better next year.—Paco Telephone.

She'd better hustle down some pavements if she doesn't want her name to be "Mud."

Kentucky can surely claim the blue ribbon in the way of multiplying and replenishing the earth. Five children were born to a Kentucky couple in eighteen months. Twins first and triplets next.—Sulphur Springs News.

How do you figure them second? Isn't each of the triplets a third? STATE PRESS COMMENT. The Llano News says the egotist is a blank book in a cat binding. The San Antonio Light has caught the comic supplement habit. The Navasota Examiner says Kaiser Wilhelm is something of a poet, but it doesn't say what.

New Jersey Trust Profits.

Corporations chartered by the State. 15,000 Receipts from fees and taxes in 1902. \$2,527,443 Total receipts in 1902 from corporations. \$4,000,000 Sources. Number of taxable corporations. 8,956 Number existing in 1884. 69 Encouragement of the trusts to seek shelter in New Jersey brought \$2,527,443 into the State treasury in fees and taxes during the last year, according to the annual report of the State board of assessors. There are 1,000 industrial corporations doing business under New Jersey charters, outside of the railroad and canal companies, which are taxed separately.

There are \$1,500,000 paid by the railroads in taxes to the State, so that the total receipts from corporate sources was upward of \$4,000,000. The report points out that the number of taxable corporations has steadily increased from sixty-nine in 1884 to 8,956 in 1902; this figure is exclusive of about 100 corporations subject to tax under the franchise act of 1900, and is also exclusive of the great number of corporations exempt from State tax by being engaged in manufacturing or mining within the State. There are, in fact, about 15,000 existing corporations carried by the State board of assessors.

The aggregate assessed valuation of the railroad and canal property is stated as \$223,461,824, an increase of \$2,527,208 over the previous year. The total tax levied against the railroad corporations by the State amounts to \$1,528,255.14, against \$1,500,324.75 for the previous year, an increase of \$27,930.36 for the year. The amount of the valuation and assessment levied against the various railroad companies, with the tax each will pay, is as follows:

Valuation. Total Tax. Pennsylvania system. \$54,439,240. \$448,600. Central R'y system. 47,377,261. 358,441. Philadelphia & Read. 9,707,113. 77,664. Erie Railroad system. 10,015,964. 80,127. Delaware, L. & West. 38,678,073. 309,424. New York, S. & West. 7,500,000. 60,000. Lehigh Valley. 22,382,118. 180,000. R'ys not classified. 13,355,957. 106,812. Totals. \$223,461,824. \$1,528,255.14

The capital stock and bonded debt of the roads as reported are as follows: Capital stock, \$121,446,123; bonded debt, \$176,509,670; stock and bonded debt of \$118,956 over 1902. The gross earnings of all lines for the year 1902 were \$102,940, an increase of \$3,180,364 over the previous year.

Optimism in the Saddle. Memphis News. Iron is generally recognized as the best barometer of trade, and judged by its indications, the present unparalleled prosperity will continue for another year at least.

The price of pig iron is in the neighborhood of \$20, and some sales have been made at higher figures. These are unprecedented prices, but they show no signs of weakening. There are a third more mills in operation than at this time last year, and yet they already have orders for more than six months ahead. The conditions seem to be about the same in the North. There is hardly a day but we have news of some great sale of iron or steel—running into millions of dollars. This means, of course, the use of great quantities of hardware and structural materials. It means a vast amount of building, both for public and private purposes. It calls for greatly increased traffic on the railroads and a large expansion of transportation facilities. It explains why one road, for instance, the Southern, has placed orders for nearly \$3,000,000 worth of locomotives and freight cars. In short, it indicates the preparation of big business plans for the year 1903, more than ten flusher years of the last half decade have brought forth. It means that the optimist is in the saddle for the coming year and that the pessimist has retired to the rear and assumed a sitting posture.

The Negro and Slavery. New Orleans Times-Democrat. In his admirable letter offering assistance in the construction of the Confederate Veterans' home in Alabama, W. H. Jones of the Colored Normal school of Normal, Ala., gives utterance to a truth respecting slavery all the more striking when the source of the remark is considered. We have been told ad nauseum of the frightful inhumanity of chattel slavery in the South, of the effect of that slavery in debauching the negro, and of his efforts since emancipation to lift himself above the conditions to which he had been condemned by his white master. The Council of the other and the unvarnished side of the shield, "I feel that the slaves got more out of slavery than their masters did," he said in this letter. "In that the slaves were helped from the lowest state of barbarism to Christian citizenship of the greatest government the world ever knew."

Here is eloquently expressed only the part of a great historic truth. Never at any period in the history of the world has the negro race made such progress as it did in these Southern States during the period of slavery. For centuries missionaries have been attempting to civilize the race on its native soil of Africa. With all the devoted work brought to the task with the vast sums of money expended, no patch of light was permanently placed on the dark mass of barbarism of the race, and of all the races of the world he seems to be unique in that he could make no progress unaided. Then came slavery and the deportation of negroes from motives of avarice. The result was that in an incredibly short space of time the civilizing and Christianizing of something over ten millions of them. Whatever may be said of the negroes of the South, however, they may have failed to profit by benefits conferred upon them by emancipation, the American negro is one flower of his race throughout the world, and he was made such by slavery. The stock on which this civilization was grafted was by no means the best material obtainable for the work to be found in Africa, either. The Guinea negro and the other lower races of the black continent were seized by the slave traders because they were the easiest handled, the most debased and the least likely to resist slavery. They are not today, and they were never in their native land, the equals of the Zulu or of other races in any relation of life. In course of time and in morals the negroes seized by the slave traders were far inferior to the other races of their neighborhood. They were, in fact, captured and sold to the traders by the more careful and more intelligent blacks.

That such a debased people should have been brought upward in the scale of progress until it has become easily the chief of its race is due solely to the institution of slavery. To the slaveholder of the South, whatever may have been his motive, the credit for this advancement is due. The abolitionist came later and conferred power and privileges on the negro which he had not found in the scale as no other people were ever pushed forward. But the most radical of the abolitionists would not today assert that the progress of the negro since emancipation has been as all comparable to the progress made during the period of slavery. Without the institution of chattel slavery the negro would eventually have been civilized in his own country by conquest of his territory by the whites, but the process would have been as slow or slower than the civilization of the Indians in this country by reservations, and there are cannibal negroes still in the conquered sections of the dark continent. It was slavery that was needed to uplift the race, and it was slavery that did uplift the race, which, for some inscrutable purpose of a divine providence, was so constituted that it could never have come out of barbarism without help, as other races have. This help was not invited, nor would it have been voluntarily accepted. It had to be accompanied by force or it would have failed miserably. The sentimentalists may deny this, but the undeniable truth of history asserts it in every line of the race's record.

To Regulate the Railroads. Kansas City Star. The railroad is the greatest and the most dangerous of all monopolies, says Mr. Charles A. Prouty, a member of the interstate commerce commission. This opinion seems entirely justifiable in view of Mr. Prouty's frank admission that the interstate commerce commission, the Sherman law and all the other restrictive measures and institutions now in force are powerless to restrain the railroads from making extortionate rates. This admission is really startling, and yet it is based on the sad and futile experience

of the commission itself, and the sooner the truth is known, and its gravity appreciated, the better for the country. Mr. Prouty makes a very important showing in pointing out the changed methods of the railroads. The interstate commission had for one of its primary objects the prevention of discrimination in rates. Mr. Prouty calls attention to the fact that discrimination has practically disappeared, not so much because of laws enacted against it and the commission's endeavor to enforce the laws, as because of the extensive consolidation of railroads. These consolidations, in some instances amounting to monopolies, and in their complete combination forming a sort of quasi-monopoly, have worked harmoniously that the policy now is to maintain extortionate rates, not to make low rates, or secure traffic. The results of this policy may be seen in the stock quotations. Almost every railroad has increased enormously, abnormally, in fact, in its stock valuation since this system has been in force. In the case of the Philadelphia and Reading road, which has a monopoly on the anthracite coal product, the cost of the coal to the consumer has increased \$1 per ton, the net earnings of the road have increased about fifty millions per year and the stock of the road about 300 per cent. All these gains come out of the helpless consumer.

This is only an extreme instance of the workings of the extortionate rate system. But Mr. Prouty does not acknowledge the futility of the present laws to deal with the situation, without proposing a remedy. He declares that the country has fully established the fact that the railroads, through creations of the public are liable to legislation, and that it has been established through many years that a law governing the regulation of rates, many States having already passed maximum charges on leading commodities transported within their borders. He favors the establishment of a Federal commission for the supervision of complaints against the railroads, and the establishment of a new Federal court to be known as the court of commerce, to which the decisions of the commission may be appealed. Both of these special institutions are justified, Mr. Prouty on the double ground that the country already in operation are fully occupied and these questions demand persons of expert knowledge to deal with them—a knowledge that the regular law courts do not possess.

Whether this suggestion is sound or not will be determined, of course, if it comes up for practical consideration; but the fact remains that something must be done to curb the greed of the railroads. This country has been conspicuously generous with the big railway companies. Vastable concessions have been made. Enormous privileges have been granted. Every encouragement that a Federal government could reasonably give to these great agencies of material growth and national development has been given. It is time that restrictive measures should be applied to the system of robbery that has been going on, and that the spirit of public ownership should be instilled into the minds of the people. If no other means is found to secure reasonable treatment from the railroads, this sentiment will continue to grow. And if the railroads do become public property, they will not be taken on the basis of watered stock, either. It is hoped, of course, that effective measures will be devised to make such an extreme course unnecessary. But these measures will have to be necessary. The spirit of greed is on the loose. Concessions to the public in these days are the which the public compels, not those that the corporations voluntarily yield.

PASSING PLEASANTRIES. Not Wasted. "My son, I am afraid you are wasting your opportunity to deal with them, but I have got to use 'em better."—Washington Times.

Two Points of View. "Just my luck," said Boreu. "She's always out when I call on her." "So she was telling me," said Miss Peppery. "She told you the same thing, eh?" "Yes, only she said it was just her luck!"—Philadelphia Press.

Bad Mixup. "Bring your children up," exclaimed the Rev. Dr. Heald in impassioned accents, "to fear the pitiless bit—I mean, of course, the bitless bit!"—As I say, teach them to fear it and avoid it!" "Would that it could be said the congregation was too much impressed with the good man's earnestness to see anything to smile at, but this is history, and alas, it can not be said!"—Chicago Tribune.

What He Owed. "Wag—I feel that Borrowed owes me an apology." "Wag—I wish that was all he owe me!"—Philadelphia Record.

Much Easier. "You say that young man is an astronomer?" said young Mrs. Torkins. "Yes. He can calculate the exact time that an eclipse is due." "But what's the use, Charley, dear, when he can read the announcement in the paper?"—Washington Star.

A Saver of Coal. "That young Tompkins, who is attentive to our Kate, is a fine fellow." "I thought you said you didn't like his looks." "Maybe I did, but I like his manners. You know the furnace went out last night while he was here and I stepped into the garden and asked him if it was too cold for him. And he said that if anything he liked it a little colder. Then the man to encourage for a steady caller."—Cleveland Plain Dealer.