THE ST. PAUL GLOBE

SUNDAY, FEBRUARY 26, 1899.

Associated Press News.

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About the Weather

The cold wave predicted for today seems a bit belated. At 7 o'clock this morning the thermometer stood at 22 degrees above zero, the fall since 7 p. m. having been only four degrees, and that after midnight. The temperature at 7 o'clock was 26 degrees above zero, and there was no change in the reading at 10 p. m. or at midnight.

The average temperature yesterday should have been 19 degrees above zero, based on the weather bureau normal from its records for twenty-six years. It was 22 degrees above. The coldest weather recorded for Feb. 25 is 15 degrees below zero in 1874, against a minimum of 16 degrees above yesterday, and the warmest, 54 degrees above zero in 1896, as compared with yesterday's maximum of 28. The normal average for Feb. 26 is 20 degrees above zero.

ST. PAUL.

Yesterday's observations, taken by the United States weather bureau, St. Paul, P. F. Lyons observer, for the twenty-four hours ended at 7 o'clock last night.—Barometer corrected for temperature and elevation.

Highest temperature	28
Lowest temperature	16
Average temperature	22
Daily range	12
Barometer	29.92
Humidity	94
Precipitation	.06
7 p. m., temperature	26

7 p. m., wind, northeast weather, cloudy.

OTHER CITIES.

Yesterday's observations, taken by the United States weather bureau, Washington, D. C.

	Temperature. High.	*5pm.		Temperature. High.	*5pm.
Bismarck	12	4	Los Angeles	64	58
Buffalo	34	28	Montreal	22	20
Boston	38	30	New York	40	34
Chicago	34	34	Omaha	30	28
Cincinnati	38	38	Philadelphia	40	36
Cleveland	38	38	Pittsburg	44	40
Denver	28	22	San Francisco	54	50
Duluth	22	22	St. Louis	40	40
Helena	6	0	Salt Lake	38	34
Huron	28	24	Washington	44	36
Jacksonville	70	60	Winnipeg	28	18

FORECAST FOR TODAY.

St. Paul—Snow; Colder.

Minnesota—Fair in western, snow in eastern portion; colder; north winds.
Iowa—Snow; colder in western and northern portions; northwest winds.
North Dakota—Fair; colder in eastern portion; north winds.
South Dakota—Generally fair; colder in southeast portion; north winds.
Montana—Generally fair; variable winds.
Wisconsin—Snow; colder in western portion, brisk to high north winds.

WASHINGTON, Feb. 25.—The low area in the southwest has developed into a storm of considerable magnitude, and is moving northeastward, being central tonight in Western Missouri. It has caused general rains and snows from the central valleys and upper lake region westward, and also in the Gulf states and the Southwest. Temperatures have risen considerably from the Gulf states northward and have fallen from 4 to 30 degrees in the West. They are below zero in the northern slops.

Snows and rains have continued in the middle and northern plateau and Pacific coast regions, and fair weather southward.

Rains are indicated generally east of the Mississippi river, except from upper lake region eastward, where there will be snow or rain. In the Central West it will probably clear Sunday morning. Fair weather will prevail in the extreme Sorthwest and Southwest.

The winds on the Atlantic coast will be easterly and will become high on the Southern coast, except Florida.

Storm signals are displayed on the Gulf coast from Brownsville to Pensacola, and on the Atlantic oast from West Point, Va., to Savannah.

Coal wave or norther signals are flying in the Missouri and upper Mississippi valleys, Kansas, Colorado, South Dakota, Wyoming and Nebraska.

The greatest damage to Delaware is not to the peach, but by a "peach." Eh, Mr. Addicks?

A St. Louis girl is going to marry the man she shot. It is needless to say that he will probably be good.

The prospective return of Admiral Dewey to America has caused a big rise in the price of broom corn.

The new embalmed beef commission appears to be also acquiring considerable testimony that it has no particular use for.

Medical science now comes to the front with an "internal laughter cure." Is this the same old laughing gas in disguise?

Don't worry about us, old Prob. We have had a splendid ice harvest, and you can turn a summer loose on us any time you like.

Admiral Dewey shows that he, too, can buy islands. But, instead of paying $20,000,000 for job lots, he quietly goes to a bargain counter.

There is no reason why the packing companies should continue to send poorly preserved beef to the army simply because they can.

The attempt to create a rough house in Paris over the election of a new president appears to have resulted in the supremacy of the gendarmes.

Corbett is going to train Jeffries for his fight with Fitzsimmons. It is supposed that he will begin by getting a large photograph of Fitz's solar plexus.

In the center of an exhibition of Japanese art in Boston is what is called the "Blossoming Plum Tree." Has Mr. Quay time to run over to Boston?

Aguinaldo's "civilized warfare" is getting so pronouncedly uncivilized that he ought to be shot so full of holes that he cannot be stuffed for a museum.

Secretary Alger appears to have made arrangements to permanently remain at the head of the war department. He declares he will never leave under fire.

Now a quart of cold perspiration courseth down the spinal column of Gen. Eagan. The auditors of the war department threaten not to pay him because he is under sentence of suspension.

The hero of the Tribune fire was plainly Managing Editor Charles Hustle Hamblin. The young woman in charge of the telephone exchange in the Tribune building fainted away and Hamblin carried her out. She owes Mr. Hamblin what the Kansas City girls gave Lieut. Hobson.

Having got the war off its hands, Spain ought to do something to cure the habit of its people of ending their letters "Having nothing further to communicate, we remain ,etc." That sort of waste of time, ink and space is very tiresome in this electric age.

The Pope's Encyclical.

There may be some disappointment experienced by liberal members of the Roman Catholic church, as well as by certain Protestants, of the United States after a reading of the letter of Pope Leo XIII. addressed to Cardinal Gibbons, of Baltimore. There can be no doubt that this letter was prepared for the signature of the pope by the hand of one who, while fully cognizant of the desire of the representatives of the Church of Rome in this country to broaden its sphere of usefulness through the process of that liberalism which characterizes the treatment by this nation of every religious creed, was at the same time a devotee of all the fundamental principles and accompanying exactions of the original church of Christ, as founded by St. Peter.

But when we reach the pontifical throne, whereon is seated the reputed successor of St. Peter, whose signature must be attached to the declaration, it must be remembered by all that circumstance has not afforded to its occupant opportunities for that breadth of view of all the world and the conditions existing therein which have been enjoyed by the earnest and loyal laborers in the field provided by the opening up of this great republic, with all its advantages of weights and measures in things holy as well as in things temporal. The Vatican is practically a cloister, and its walls are simply the temporary resting places of sunbeams escaping from the great wealth of glowing light which wraps the entire world in its beautiful folds.

To Pope Leo XIII., who, as head of his church, has throughout his extended reign commanded the respect of all Christendom by his moderation, Cardinal Gibbons, Archbishop Ireland and other American prelates of their distinguished type are mere laborers in the vineyard. But these men have dwelt in an atmosphere of freedom which has never been inhaled by the supreme pontiff. They have touched the nerves of that liberal thought which combines independence with toleration. They have lived and toiled through the dark periods of prejudice, with its unreasoning hostility, and they have issued forth as conquerors, with virtuous living, common sense and thorough patriotism combined with strict fidelity to the principles of their church as their only weapons.

There has been no national attempt to "Americanize" the Roman Catholic church; neither has there been any desire to do so. The growth of that church in the respect in which it is now held by the people of this country has been gradual, and due wholly to the quiet labors of its best representatives. No concessions in the direction of less stringent laws have been solicited by any denominational communion of Protestantism, and, it is fair to say, there never will be. Neither is there likely to be any tendency to organized conflict against the rights and privileges the Roman church now enjoys in common with all other religious creeds, except as a few bands of fanatics may now and then endeavor to create agitation for political ends. But the level sea of American sentiment will never be excited into violent disturbance by the launching of such feeble craft upon its bosom. On the other hand the recorded history of the Roman Catholic church since its foundation has afforded permanent assurance to its most intelligent devotees that the spirit of the nineteenth century renders impossible of realization any dream of linking the power of any state with that of any distinctive church. The spiritual and the secular will remain eternally divorced in all future matters of governmental control in this country, so long as the republic shall continue to exist.

The question of proselyting Americans is one which alone concerns the priesthood on the one hand and the individual on the other. There are possibly many Protestants who would accept the Roman Catholic faith were more liberal conditions accorded. The church affords many attractions to people of the highest intellectuality. It is a venerable institution, and once within its fold one may find that it is possessed of all the liberalism by which a rule of correct living should be measured. It demands faithfulness on the part of those identified with it; but so should any Christian church worthy of existence. But that it represents in a higher sense than any other communion earthly power for the forgiveness of sin is a point that must always be questioned in every land.

Briefly stated, the pope's letter yields nothing to the liberal element of the church in the United States, but steadfastly adheres to its historic doctrines, not, however, dogmatically, but reasonably and in the spirit of kindness. It conveys no rebuke to the advocates of the embodiment of broader principles, but rather commends them for their fidelity to the church and their efforts to advance the field of its usefulness. It is, in some respects, delightful in its beauty of reasoning and demonstration, and in all respects instructive in the history and doctrines of the church. Its superlative dignity, combined with its simplicity, must commend it to every one; and it fairly reflects the world's estimate of the virtues and nobility of character of the venerable sovereign whose signature it bears.

Archbishop Ireland, who is now in Rome, hastens to record himself as in the fullest sympathy with the doctrinal exposition contained in the encyclical. As a loyal son of the church he would naturally do this. And yet it does seem, after careful reading, as if the rigorous conservatism of a Corrrigan rather than the liberalism of a Gibbons and an Ireland had received encouragement at Rome. Let it be hoped, however, that this will not be lasting.

President Loubet's Mission.

France has passed through a week of extraordinarily emotional incidents; and, to all appearances, the republic is really stronger in the hearts of the people than prior to the death of President Faure. This is a gratifying exhibition to the friends of that country in the United States. Indeed, it may be said that the absence of any substantial turbulence has been an agreeable surprise.

Faure is dead and in his tomb, and with him are probably buried the most dangerous elements of weakness which the young republic has encountered in its first quarter of a century of existence. Thiers, MacMahon, Gambetta, Grevy and Carnot, each representing different sentiments in the politics of France, passed by death or retirement away, and the transition of one administration and the advent of that of its successor became incidentally a crisis upon which the attention of the civilized world centered. Faure departed at a time when it was apprehended the frenzy attaching to the Dreyfus agitation was of a quality that might lead to revolution. But a man was quickly chosen to succeed him in whom the people evidently have confidence.

Loubet has never made any pretensions to greatness. Oftentimes he has invited criticism as to his indecision of character. It is apparent, now, that he has, in the past, been acting the part of a diplomat rather than that of a mere politician. He has been a watchman in the tower, so to speak, who was quietly assimilating in his own mind the emotions and aspirations of his fellow citizens. Withdrawn somewhat in later years from any position in which he might properly be assailed by any faction, he has been a student of existing conditions. His elevation to the presidency was evidently unsought and unexpected. But when the time came for him to speak as an executive, he was possessed of the wisdom and courage to do so effectively.

"One of the first enactments of any ministry of mine will be a stringent law to stop the current of insult, infamy and defamation which now befouls France," he says in his initial address to the French people.

This is a noble utterance, and its timeliness cannot be questioned. The reputation of the French republic has been befouled in a most striking manner during the past few years. There must be strength of character in the executive who boldly undertakes the task of relieving his countrymen of the odium now resting upon them. Furthermore, there must be strength of purpose and determination to carry that purpose into effect, as well as a confidence in the force by which that result shall be achieved.

President Loubet, in this announcement, begins the history of his administration with a preface instead of waiting to write it at the close or leaving it to the historian of the future to write it for him. He tells the people exactly what he proposes to do. This is common sense and statesmanship. He has doubtless measured his power, in this respect, in advance. His sentiments must appeal to the patriotism of every intelligent Frenchman. His success in his efforts will command the applause of nations.

Dr. Parkhurst and The Globe.

In its issue of Jan. 26 The Globe referred editorially to a report telegraphed from New York of a sermon alleged to have been preached by the Rev. Dr. Charles H. Parkhurst, of that city, in which he was made to say that he had visited several saloons and was surprised at the exhibition of liberality on the part of the proprietors in providing so sumptuous a dinner for those who might be willing to expend a nickel for a glass of beer.

The Globe is in receipt of a letter from Dr. Parkhurst, calling attention to the editorial, which had been brought to his notice, and demonstrating clearly that he did not preach the sermon credited to him. The explanation is somewhat amusing

Reports of two different sermons by two different clergymen, one being Dr. Parkhurst, were turned over to a copy editor on a New York newspaper. Both were typewritten and on the same kind of paper, and in ink of the same color. In some manner the manuscript pages got mixed. When the copy reader came to edit Dr. Parkhurst's sermon, he was so impressed by what he read that he sent another reporter to that gentleman's house with instructions to submit the manuscript to him and have its statements confirmed. The first two pages composed the opening of the sermon by Dr. Parkhurst, who glanced them over and, being tired, handed them back with the remark that the report seemed to be all right. The remaining pages were those of the other clergyman's sermon.

Next morning the doctor, on taking up this particular newspaper, was dumbfounded at what he read as his yesterday's sermon. He promptly wrote to the editor, who acknowledged in the following day's issue the "mix" in the copy. But, of course, the mischief had been done, and Dr. Parkhurst's alleged statements had been telegraphed from New York all over the country.

Naturally the eminent preacher is annoyed at the criticism and raillery which the incident called forth. There was, however, something so "childlike and bland" in the statements imparted to him as to the "choice viands" and the "staying" qualities of the free lunch of the average New York bar room that nobody who was capable of recognizing the humor of it all could help laughing and inviting others to laugh with him. Perhaps some of the allusions to the doctor in The Globe editorial were a little "testy," as he characterizes them; but he should not take offense in the circumstances as now explained.

We take it all back, doctor. If you had been foolish enough to say all you were reported to have said, you would have deserved all The Globe said in criticism of what it was alleged you had said.

And, by the way, doctor, the next time you visit St. Paul, pay The Globe a visit. You may encounter here a face or two that will seem familiar and with which your own has exchanged smiles in the past. The smile referred to has no reference to anything of the kind that is supposed to take place in the saloon. However, we promise to give you a certificate of credit that you never saw our faces there.

An Awakening in Chicago.

Admiral Beresford, of the British navy, recently visited Chicago, where he was a guest of some of those of her citizens more directly associated with affairs of trade and commerce. He made an impression. This may have been due alone to the fact that he is a subject of her Britannic majesty, and the ears of Chicago were opened unto him. The Inter Ocean of that city says editorially:

Ever since Dewey's victory in Manila bay events have worked together to direct attention to the opening opportunities for American trade in Asia. Hardly a day has passed without its happenings that tended to arouse political interest in the trade relations of this country with the far East. But it took the presence in our city of a representative of British commerce to arouse the commercial interests of Chicago to the importance of these opportunities for American producers and exporters. Chicago's commercial delegations could visit Washington to urge the creation of a new cabinet office, with its allurements of place and patronage, but the first step toward the formation of an American-Asiatic association was not so much as suggested in local commercial circles until a visitor from a far country spoke to us of the importance of the subject.

The Inter Ocean and the people of Chicago are to be congratulated upon this sudden development of hindsight. The possibilities in connection with Asiatic trade and the relations of the latter to the Northwestern sections of this country were made manifest months before Dewey's victory in Manila bay and were frequently subjects of discussion in the columns of The Globe. However, the city of St. Paul is a natural gateway through which this expanding traffic to Asiatic countries has been passing on its way to the Pacific coast, during a period of two years and more; and The Globe has been keeping tab on the constantly developing increase. For this capital city of Minnesota, it should be remembered, is the terminal point of two great Pacific coast railway lines, and we have known what was going on.

It is pleasing to know that Chicago has had an awakening. If it had been as wide awake last December as it appears to be in the middle of February, the influence of that great trade center might appropriately have been excited in favor of the Hanna-Payne merchant marine bill, which is now lingering in the lap of an expiring congress. Instead of long editorials in the newspapers of that city favoring the adoption of the effete Nicaragua canal scheme, why has not the press of Chicago been applying itself to something practical in legislation—something up to date and having nothing to do with the panting desires of the antiquated representatives of the commercial spirit of fifty years ago?

Can the men of trade of Chicago point to a single benefit to any industry west of Lake Champlain, the Hudson and Delaware rivers. Chesapeake bay and the lower Atlantic coast that is likely to be derived from the passage of the Nicaraguan canal bill? Meanwhile can they not indicate scores of advantages to be derived in favor of the great producing sections west of the Adirondacks, the Allegheny and Blue Ridge mountains by the passage of shipping laws which will provide transportation from the Pacific coast ports for the commerce which this country is destined in the future to maintain with Asiatic nations, and which it is now unable to properly conduct owing to the absence of transportation facilities?

The trouble has been that too many minds have been dwelling upon the glories of territorial expansion, and dreaming of immense trade results therefrom instead of keeping up with the trade current which began to swell long before Dewey's name became a justly honored household word. They have dawdled over the phrase, "Trade will follow the flag," when they should have reflected that "The flag will follow trade," wheresoever it goes, provided the propelling force is supplied for the first condition. That is all that is necessary now, and the passage of the Hanna-Payne bill will be the most practicable move in that direction.

Opposes Booker Washington.

Rev. Charles Spencer Smith, one of the leading colored writers and orators of the century, has had reprinted in the Nashville American of the 12th inst. an exhaustive review of the race problem and the political status of the colored man. The article was first printed Jan. 29, 1899, and, as admitted by Mr. Smith, "with a liberality unparalleled in Southern journalism," republished Feb. 12 last.

In his eloquent defense of the negro race the writer takes issue with Mr. Booker T. Washington's theory limiting the opportunities of negroes to simple industrial training. Mr. Smith holds that slavery was, per se, a school of industrial training, and that, while many colored men have since become proficient in various lines of skilled labor, the "colorphobia" dominating trades unions has placed the greater number of colored mechanics in enforced idleness. Upon this subject he says:

"Those who are disposed to advance the negro's best interests can render him invaluable service by demanding in tones of thunder, loud and long, that the trades unions shall cease to draw the color line, and that fitness and character shall be the only passport to their fellowship. When this barrier shall have been removed, the time for the multiplication of negro mechanics, on anything like a large scale, will have become opportune; but not until then."

In Mr. Smith's opinion the field of labor for the negro should be limited only by his mental and physical abilities. All employments should be thrown open to him, art, science, literature, the ministry, army, all the professions, and the negro will then add his quota to the perpetuity and advancement of Americanism, and "will be satisfied though he achieves no greater accomplishment in one generation than to look unflinchingly into the jaws of death while supporting the rough riders in their sanguinary and successful charge to plant Old Glory on the crest above El Caney's heights."

The writer answers the question, "Will the negro eschew politics?" with an emphatic denial. He says that the race now pays taxes on $264,000,000 worth of property, accumulated since the Civil war, and he can see no reason why negroes should be subjected to taxation without representation. Why, then, invite him to do what the Revolutionary fathers refused to do? Because the adaptation of the Southern climate to the negro, he has been forced, says Mr. Smith, to array himself against the dominant element, and this is a source of regret. But, whether he attempts to vote the Republican or Democratic ticket, the result is invariably the same, expulsion from the "white Democratic primary" in the South, which is as much of a Chinese wall as a trades union.

Mr. Smith does not advance any plea for social equality. He claims that it does not exist even among white people. A generalization of his argument is a plea for the negro's right to compete on the basis of equality in all the lines of trade, commerce, the professions and the industrial field. He asks for all that Mr. Booker Washington excludes from the field of negro achievement.

Some Passing Comments on Proposed Legislation.

The railroads pay 4 per cent on gross earnings. Now, the proposition is to tax them 4 per cent. This would make a difference of about $60,000 per annum to the Northern Pacific and Great Northern roads. The Milwaukee & St. Paul and the Chicago Great Western would meet about the same conditions.

Gov. Lind said in his message that it was not good policy to load burdens upon the railroad companies, because, necessarily, the people would have to pay for them in the end.

Take the North Dakota rate case, for instace. The people there cannot hope to get any lower rates until the roads can be operated on the basis of reasonable receipts above expenditures. The imposition of $60,000 additional upon the Northern Pacific or Great Northern, for instance, would only postpone the lowering of rates. On the other hand, Minnesota should tax the roads as high as those in other states are taxed. It would be manifestly unjust to our people to do otherwise.

In Wisconsin the taxes on railroads are graduated according to their annual earnings per mile. The most profitable lines in the state are paying 4 per cent, with others ranging downward to 3 and 2 per cent, and upon all below that rate a minimum is fixed at $5 per mile. The average rate charged the Wisconsin road does not exceed 3 per cent.

Gov. Lind said in his message that in Illinois the railways paid 7 per cent upon gross earnings. That appears to be a mistake. There is no gross earnings tax in Illinois, except that paid by the Illinois Central under an old contract, in consideration of which the company got their land grant. All other roads in that state are taxed on their actual property value. The same is true in Iowa. Railroads are taxed on actual property and the rate is approximately 4 per cent on gross earnings.

For example. In the seven or eight states through which the Northern Pacific operates the company is taxed on actual property, except in Minnesota and Wisconsin, and pays in all those states just about 3 per cent on gross earnings. It pays about $115,000 taxes in North Dakota, when the actual properties are assessed as those of other people. If the company paid on gross earnings it would have paid for the last year about $114,000, or a little more, say, substantially $115,000. The same is true in Montana, Idaho, Washington and Oregon, where it is taxed on actual property.

Now for an illustration regarding the methods of taxation in Wisconsin. There are twelve roads there coming under the 4 per cent class, seven under the 3 per cent and six roads under the 2½ per cent class. On all roads on which the earnings are less than $1,500 per mile, per annum, the tax is $5 per mile, which is, of course, merely nominal. Of this class there are seventeen roads. There is still another class, known as pontoon bridge roads, which are taxed 2 per cent, but there is only one road of this class.

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The Northern Pacific paid Minnesota last year, in round figures, between $175,000 and $180,000 in taxes, and in North Dakota, with one-third more mileage, $115,000, say; but, of course, the company did not earn so much there as on the lines in this state. Another 1 per cent would add just so much to that company's burdens and depress the people of the state who have to pay the rates, to just that extent.

Furthermore, it is believed that the opinion of the best lawyers in the state would be substantially unanimous that the 4 per cent law would prove invalid as to all the railroads which are operated under territorial charters, all of which contained a contract to pay 8 per cent. All the charters granted by the territorial government contained a provision that the state would charge 3 per cent in lieu of all other taxes, and that provision has been held valid by the supereme court of Minnesota. This is no longer an open question. The old Manitoba lines, the Winona & St. Peter, the River division of the Milwaukee & St. Paul, the Milwaukee & St. Paul division from here down to Faribault, formerly the Central Minnesota, and the Chicago Great Western are all operated under these charters. Probably over 60 per cent of the mileage in the state is operated in accordance with this provision. It is therefore maintained that that law will be held invalid as to these roads; and, if it is, it will be held invalid as to the balance of the roads, or else it will accomplish a great injustice. The roads like the Northern Pacific, the Great Northern and the St. Paul & Duluth come under charters granted after the admission of the state.

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In a general way, it is believed the passage of this law would have the effect of deterring the construction of new railroads in Minnesota and that it would be very injurious to the interests of the state, if the impression should go forth that the legislature of the state was growing hostile to capital from abroad invested here for the upbuilding of the transportation facilities of the state.

THOUGHTS OF STATE EDITORS.

The Globe sees a dark cloud arising between this country and England in consequence of our expansion policy and our reaching out for markets in the Orient. Well, that's too bad, but if it must be done we will trounce the old bird again and compel her to love us.—Granite Falls Tribune (Rep.).

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The Litchfield Independent proposes L. A. Rosing as the next union nominee for congress in the Third district, and sensibly contends that none better could be chosen to retire the handsome Heatwole. Mr. Rosing is one of the ablest and most level-headed politicians in the state and is eminently qualified for a seat in congress.—Albert Lea Standard.

This is a good sugggestion. Mr. Rosing will make a strong run in the Third district and we firmly believe he would redeem the district from the ranks of the Hanna crowd.—Sleepy Eye Herald.

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Rudyard Kipling, the Anglo-Indian-American laureate, in his latest warble, asks somebody or other to take up the "White Man's Burden." There should be no dubiety in the mind of Mr. Railroad Coupling as to Uncle Sam's willingness to fulfill his obligations to the spirit of civilization and humanity. Nor need the timid be afraid. A nation as great as this can afford to say, "My yoke is easy and my burden light." Get off the track; the imperial train is coming. We are the people.—Lakefield Standard.

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If Kipling wants practical inspiration about the "white man's burden" let him tackle a newspaper for a few months.—Nobles County Democrat.

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The "White Man's Burden" in this neck-of-the-woods for three weeks past has been the coal hod. Or, perhaps, in some cases, it was the woman's.—Brainerd Dispatch.

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The legislature should do away with the present cumbersome and expensive mode of transfering and keeping track of title to land and adopt the simple, cheap and convenient Torrens' system. — Fergus Falls Globe (Pop.).

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Two American daily newspapers are already established at Manila. It won't be long before they have a fight over the county printing.—Lake City Republican.

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Scarcely a daily paper can be picked up nowadays but what there is an account of the forming of some new trust. This trust-forming business is decidedly bad for small dealers and results in their being gobbled up by the larger ones, which thus destroys the ambition of many young men to become independent business men.—Albert Lea Enterprise (Rep.).

Clouds and the Weather.

William A. Eddy, the kite expert, of Bayonne, N. J., on Saturday night received word from H. H. Clayton, the cloud expert at Blue Hill observatory, near Boston, that the great cold wave which reached this coast on Feb. 9 was heralded more than a week in advance by an enormous increase in the velocity of the thin cirrhus clouds which float at an average height of nine miles. Following are the velocities of these clouds as measured by theodolites on the dates given:

January 21	107 miles an hour
January 25	107 miles an hour
January 26	154 miles an hour
January 28	152 miles an hour
January 30	148 miles an hour
February 1	166 miles an hour
February 2	150 miles an hour
February 6	166 miles an hour
February 11	130 miles an hour
February 15	112 miles an hour
February 16	98 miles an hour

Mr. Eddy says that this great discovery has been fortified by an accumulation of facts at Blue Hill observatory during twelve years, and by other observatories in Europe. Mr. Clayton says that he has no doubt that the increase of velocity in the highest clouds between Jan. 21 and Feb. 6 was the precursor of the severe cold wave which began here on Feb. 9 and broke up on Feb. 16.—New York Press.

Oratorio and Smoke.

At a recent performance of "The Messiah" at Oxford house, Bethnal-Green, England, nearly 2,000 of the working classes paid their two-pences for admission. Smoking was permitted. There was the greatest enthusiasm, choruses were cheered and re-cheered. One striking feature was the singing of the Hallelujah Chorus, when the audience stood, but still continued to smoke pipes.—Boston Journal.

Epistles to St. Paul.

He is called "Old Bib" because he is a chronic bibliomaniac, is well aware of the fact himself, and palpably glad of it. He is rather more of a book worm than he is old, in reality, but he looks old, and wise and sage and all that. Possibly this is caused by his having existed so long in the past among dead and half-forgotten authors. Once in awhile, however, Old Bib takes a dash down the speeding track of current events. He did so yesterday.

"I see," he said, tenderly replacing a tattered copy of "Perigrine Pickle" on the shelf in his favorite antiquarian book store, "that Gen. Otis has passed a curfew ordinance over in Manila. He passed it unanimously, too. I like that. I don't get abrest of the times very often, at least everybody tells me I don't, but still I love to dip into the news of the day once in a while. Gen. Otis is beginning at the right end. If there is one thing those Filipinos need more than a bath and a clean shirt, it is a curfew law. It works well here. It will work all right in the Philippines. Those Aguinaldo chaps have been sitting up too late nights. In this country, when a hoodlum stays out too long after dark, he's up to something mean. Sets fire to a building, robs a grocery store or holds up a man. Just the same with those islanders. If Gen. Otis can only presuade the Filipinos to go in nights, and they tell me he's something of a persuader, the soldier boys can take care of them daytimes. There has been altogether too much miscellaneous shooting and stabbing going on after dark in that country; too much disorderly conduct and skylarking. Give 'em the strong arm of the law, I say, and then let's see if they won't be good. If I had a Filipino working in my family, while I would be perfectly willing to give him one day in the week for himself, I should insist on his spending his evenings at home, reading, writing or playing chess. I may be entirely wrong, gentlemen, but those are my views, and Gen. Otis appears to agree with me. The curfew ordinance is the first step toward civilization in the Philippines. You can't have too much curfew for such people. Once established the ordinance will be worth the whole cost of the war with Spain. True, Addison, Pope, Milton and even Shakespeare are all silent regarding such a measure, but I believe in being up to date, myself, at least once a month, and this is my day to get abreast of things."

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That St. Paul burglars are an enterprising lot of gentlemen was evidenced some time ago by the experience of William Houle, an innkeeper, whose place of business is out in New Canada. It appears that some friend of Mr. Houle became involved in a difficulty with the law and was hauled to the municipal court, where his bonds were fixed at $100. The innkeeper proved himself a friend in need by coming down to the municipal court to offer himself as bondsman. "But your property is all in the name of your wife," objected the judge who was well acquainted with Mr. Houle. "I'm afraid in your case that you will have to deposit a cash bond."

"Your honor," observed the innkeeper, sorrowfully, I have not that amount with me, but I have a great deal more than $100 at home in my safe."

It was too far a drive from the court room to New Canada for the $100 to be available, and consequently Mr. Houle had to go home and leave his friend in the clutches of the law. Then, as he tells the story, "I was woke up at midnight with a loud noise. At first I thought it was some of the boys, and then it struck me that the safe was blowed up. I hadn't lost any burglars and did not go down to look for none. When I got up in the morning I found dat the blamed safe was blowed all to smash and the boarders' clothes had been piled on top of it to keep down the noise."

"It was a joke on the blowers, though," added Mr. Houle laughing. "Of course there was nothing in it."

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Little Mabel Blank, aged 4 years, had evidently heard her parents talk about the weather being fine overhead, but bad under foot, for in answer to a remark by a visitor, she said:

"Yes, it's very bad on your feets, but nice on the top of your head."

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"This talk about sunny southern skies, spring zephers and Madri Gras festivities is all right in railroad folders, but it was very different in New Orleans a couple of weeks ago."

Blifkins joined the Journal's Southern excursion in order to escape the cold spell in Minneapolis, but instead, he says he might better have staid at home.

"When we left Minneapolis it was 20 below. When we reached Chicago, the next morning, it was 30 below. The officials of the road put the train in a round house to thaw out, and we went up to a hotel to get warm. That night we left Chicago and hustled for the South, but the next morning it was 38 below. This made it necessary to spend another six hours in a round house getting the rolling stock thawed out. When we reached New Orleans it was 6 above and that's pretty cold for that country. We took all our meals with our rain coats on, and the merry maskers, who escorted the floats in the festivities, only kept their spirits up by putting plenty of spirits down. Of course, being all masked they could not dring out of bottles, but to a man, they had them with them, and used straws to get at the whisky. I stood it for a couple of days, and then took the train for St. Paul, where it, perhaps, is colder, but there is some chance for a fellow to get warm without becoming a subject for a Keely course."

—The Philistine.

The Imperialists' Creed.

To the Editors of the Outlook:

Can you find space for the creed which seems to be held by President McKinley and his political advisers?

Article I. I believe in keeping up the old war taxes to prevent trade with Europe, and the new war taxes to force trade with Asia.

Article II. I believe in the exclusion of ignorant Europeans, and the inclusion of more ignorant Asiatics.

Article III. I believe in a protective tariff where farmers would trade abroad, but in free trade where manufacturers seek a market.

Article IV. I believe the public cannot manage monopolies at home, but can manage subject races on the other side of the globe.

Article V. I believe in home rule for Ireland, but in alien rule for the Spanish islands.

Article VI. I believe in a Monroe doctrine which forbids Europe to interfere with self-government in America, but permits America to interfere with self-government in Asia.

Article VII. I believe the Spanish islanders are unfit to govern themselves, but will be fit to help govern us.

Article VII. I believe the blacks have a right to govern themselves, but that whites and blacks have a right to govern yellows.

Article IX. I believe that taxation without representation is tyranny when applied to us, but philanthropy when applied by us.

Article X. I believe that governments get their just powers from the consent of the governed in America, but from the conscious superiority of the governors in Asia.

Article XI. I believe that militarism and foreign broils are the refuge of despotism in Europe, and of republicanism in America.

Article XII. I believe that American policies have made a little America, and that European policies will make a greater America. —S.

—The Outlook.

Henry Watterson's Platform.

The Courier-Journal is a Democrat. But it is a Democrat of the old-fashioned sort. Home Rule, Honest Money and Free Trade have been and are its mottoes. Translated into current English, these mottoes read: National Expansion, Honest Money and the Open Door. They mean Home Rule for Cuba, Porto Rico and the Philippines whenever they are able to establish and maintain it; Free Trade for the American manufacturer against his foreign rivals, whom he can everywhere meet and beat, and at the same time for the American farmer, who has been crucified, not upon a cross of gold, but upon high protective duties; and money good for all, expressed in gold and silver, and paper convertible into coin on demand equally in Boston and in Manila, in Hell-for-Sartin, Kentucky, and in Bitter Creek, Hawaii! Where they want silver, let them have silver. Where they want paper, let them have paper. But whether it be silver or paper, let it everywhere be of interchangeable value with gold.—Louisville Courier-Journal.

LETTERS FROM THE PEOPLE....

AMERICAN SHIP SUBSIDIES.

Peter Daly Sees in Them a Chance to Club England.

To The St. Paul Globe:

Permit me to offer my meed of praise for the excellent editorial that appeared in The Globe Feb. 24, 1899, in regard to subsidies for American-built ships.

I or no one else can better the language and ideas expressed in that editorial, or the topic it was written on. It ought to be appreciated by every true American, and more especially by my own countrymen, the Irish and their descendants.

The Irish people at home and elsewhere have for centuries been fighting England in order to gain freedom for their native land, which is the supreme wish of all Irishmen.

I can't see any better way to hurt England than by stopping her supply of pocket money; and voting subsidies for American-built ships does this, and aids the American laborer instead of foreign laborers.

Whenever we vote for a party which antagonizes the giving of a subsidy for American ships, then we vote directly to aid, assist and enrich England. England has the major portion of the carrying trade of this country at present, and she is getting immensely rich on it. Take this carrying trade away from England and what a howl we will hear from the so-called "mother country."

All money voted for subsidies for American ships is not wasted. It will return in a tenfold ratio. Better, far better, have no money appropriated for rivers and harbors, or for public buildings of any kind, until we become masters of the carrying trade of the waters of the world in Yankee-built ships. Then we can well afford to be extravagant in appropriating money for all internal improvements.

I hope The Globe will keep this great question of American industry before the public until the people become educated as to its true merit. —Peter Daly.

St. Paul, Feb. 24, 1899.

Lind's Action All Right.

To The St. Paul Globe:

I read with some interest a letter of the Hon. Stivers, of Brainerd, published in your paper today, and without referring to the personal feeling that seems to exist between your paper and Mr. Stivers, I feel as though it is a duty which Democrats, whose fealty to the Chicago platform can not well be questioned, owe to Mr. Lind and their party to say that the governor's veto of this and all other bounty bills will, without doubt, meet with the approval of the people who elected the reform executive of Minnesota.

Any attempt to say that Lind's veto, from a party standpoint, is not in harmony with the Bryan and Lind Democracy, ought to meet with the doom that it deserves at the hands of the Democracy. No attempt to justify the passage of the bounty bill because a former legislature created the debt can in any way justify the reform party in aiding any measure that taxes one man to pay bounty to another.

—J. W. Craven,
Secretary Democratic County Committee,
Carver County.

That Binding Twine Fine.

To The St. Paul Globe:

During the season of 1898 the most of the prison twine was sold by dealers at somewhat near 7 cents profit. On a car of 35,000 pounds this would amount to $2,450 per car, and few dealers sold less than two cars. The substitute twine bill, H. F. 264, attempts to do away with this steal by compelling dealers to sign contracts to sell twine at not to exceed 1 cent profit, and to make such contract secure by providing a fine of not less than $25 for its violation. Now is not this an injustice on the poor dealer, forbidding him to steal several thousand dollars on penalty of not less than $25? Can you not devise some means to relieve the retailer from such oppression? —Subscriber.

Winnebago City, Minn., Feb. 24, 1899.

SONG OF THE TIMES.

To The St. Paul Globe:

Has not there been a marvelous grist
Of events ground out by old Time's fist
In course of twelve months that'll soon desist?
They're none of 'em going to be miss'd.
There's Alger hiss'd,
And Hobson kiss'd;
And we've got Miles, also, on our list;
But Eagan has a soft snap, I wist,
And Otis seems to be in a cyst.*
And Monroe's doctrine is aorist