S

rse and there lie in wait for
engers whom they might
n the way down river to

ictims were three of their
ntrymen, who readily agreed
ice for the down-river trip.
camp near the mouth of the
river, however, La Belle de-
killed two of the unfortun-
his rifle, and Fournier shot
. Not until two years later
iver give up the bodies of the
The police set to work with
istic vigor; for, as I have
eep track of all travel-
g the Yukon.

r was located in Dawson.
elle was apparently lost on
de. Then began a man-hunt
the police of the wilderness
La Belle had time to get
of miles away, yet Detec-
H. Welsh, of the Secret Ser-
e Force, took charge of the
said simply he would 'get

Dawson he went to Seattle,
ith the necessary extradition
aking inquiries all along the
w two Edouard La Belles
to confuse the detective is
long story. Welsh, however,
ed by P. A. Rook, of White
ho had known the real La
d the two now began an
thorough search in every
amp tributary to Puget Sound.
it should be explained, had
n the Yukon as a woodchop-

n was trailed unerringly from
Butte, Montana. The trail
next to Spokane, Washing-
thence to Rossland, British
back again thence south-
ong the construction gangs
n the Southern Pacific Rail-
e next find Welsh and Rook
Utah, and on the Nevada-
line. At each camp visit-
played the role of time-
ly employed in that sec-
this capacity he took the
all the men; and one mem-
y he came out of a tent some
es from Wadsworth, Nevada,
Detective Welsh the long-
gnal that his man was with-
enough, there was the mur-
ting on the side of his tunk,
st turned out to work on the
ft.
walked up, held out his hand
hake, and as La Belle reach-
he handcuffs were snapped
wrist. Both he and Fournier
were hanged, all the
he long and patient quest cost
$25,000. But then the North-
nted Police 'got the man,'
the realization of that motto,
Samaritan role already de-
at has made their name re-
hroughout the wilderness.

Past"

ed the information thus con-
Lord Blomfield (and nobody
w it leaked out) to Berlin.
was sent on to the leaders of
s, and the Crown Prince and
rederick Charles broke unre-
ough the mounted passes.
force arrived at Nachod too
anything beyond bruising the
he Crown Prince's columns.
s d'armies that ought to have
themselves with full weight
rederick Charles's army never
action at all, but kept in the
d, along the railway lines, as
a Prussian descent from

thor's conversation with Bis-
ter the Congress, is thus re-

f
oke much. Lord Beaconsfield he
ch, he declared, and said that
the best among the English
atives at the Congress. He
dom, Bismarck continued, 'but
, and oratorically. Count Schu-
his very well—more in a cou-
al way. Lord Salisbury is
asant to speak to in private
n business. He has the habits
ster, and after one thinks that
has been settled he will go
n it, and says always some-
re. Lord Beaconsfield did not
ke liked to 'end Salisbury.'"

econd volume has for its main
Canada as it was when Lord
as Governor-General, from 1878
and to many people the hun-
s dealing with this vast region
re the most interesting portion
ok. These were the days when
t westward expansion was be-
when native Canadians, immi-
from Europe and immigrants
United States, were first set-
Manitoba; and when British Col-
as looking forward to the ad-
the Canadian Pacific Railway
er expectation. The Duke's
ave, of course, comparatively
say about the political side
s; but they show how conscious
y was, even in those days, of
ense possibilities of Canada
uniform was the success of
naged emigration schemes, es-
those which had been undertak-
he benefit of his fellow Scots-
ether Sutherland crofters or
The writer also appreciates
y the charm that Canada has
sportsman; for he writes as an
tic fisherman, wildfowler, and
t. These pages are altogether
reading. Of much interest, too,
etters from Disraeli, Lord Duf-
d others, on the subject of his
; the account of his strenuous
many years later, on behalf of
nda Railway and the develop-
British East Africa; and that
other good work on behalf of
pire. We wish that we could
much in praise of the Duke's
judgments. About Tennyson,
whom he knew well, he is right
but language has no meaning
hing and Mr. Swinburne are to
d as "minor poets," while as to
's judgment of Wordsworth, it
t incredible that an intelligent
d have written it. "It is doubt-
many read his writings now."
ordsworth is read by every one
any tincture of poetry in his
lod. "Nothing could incite
rth to vivid poetry. The rug-
es of Switzerland, or of the
Scotland, the recent wars on the
, the great themes that shook
s of great men and vibrated
their verse, never made Words-
se from a meek contemplation
d or a butterfly." was there
n an example of the judgement
? Were "the rugged scenes of
and" ever more perfectly real-
n the lines on the Defile of
the Prelude,' or the spirit of the
s than in "The Solitary Reap-
the great themes that shook the
great men" than in the "Ode to
d in the finest of the Sonnets?
e ought to be grateful to us for
this selection for him. If he
these poems over again he will
suppress page 49 in his next

EXTERMINATION OF FORMOSANS

Japan Having Some Non-Assimilation Troubles of Her Own

Japan is finding that the same trou-
le some by-products of benevolent as-
milation that bother the white man
ith the brown man. The Mikado
now has two little wars on his hands,
ch of them as bothersome as any ex-
dition in the Soudan or punitive march
Samar.

The Japanese have been fighting the
ntives of Formosa ever since the trea-
of Shimoseki gave that peppery
land into their keeping. While the
Chinese owned it they were content in
heir happy-go-lucky way to snatch
ent camphor, teak and sugar they
found from the soil between raids of the
naked savages and to let well enough
alone. But with the advent of the little
brown soldiers a slow nagging war of
extermination against the aborigines
was inaugurated and is still in progress.

The native of Formosa is a Malay,
ces closely allied to the wilder people
of the Phillipines, and, like some of Am-
merica's brown wards there, his chief
pleasure is in hunting and preserving
heads. The interior of Formosa is a
tropical jungle, almost impenetrable.

There the natives lie low with oc-
casional forays into the open and much
midnight sniping of Japanese with long
knives. The Japanese soldiers have ta-
ken up the game with relish, and no
Dusk hunting by the English in Borneo
was ever carried on with more vigor
than the rooting out of the Formosans
is now being pushed.

During the war with Russia the ab-
original owner of the soil in Formosa
was allowed to do very much as he
pleased because all the soldiers that
could be spared were sent to Manchuria
Only garrisons at Tai-pei, Keelung, and
the other two seaports of the island re-
mained, and these were as alert against
the possible arrival of the Baltic fleet
as incursions of the natives.

But since the war the Japanese War
Office has sent about three regiments
to the island and the pursuit of the elu-
sive child of the forest, who is after
all blood brother to the Japanese, ac-
cording to some ethnologists, has be-
gun in earnest. Tokio papers recently
told of the plan of campaign mapped
out for the army in Formosa.

It comprised a regular cleaning out
of one section of the country after an-
other right through the centre of the
island. Railroads are being built in
Formosa and others are to be built
after the interior has been pacified, so
the thorough extermination of the na-
tive must go on apace.

The Japanese armies, not very large,
but trained through past experience to
jungle fighting, have started from the
south end of the island, and according
to plan will go through to the north
shore "pacifying" the natives. Within
the next ten years or so the only good
Formosan will be in the category of the
good Indian.

Little War in Corea

Japan's little war in Corea has just
begun and the journals of Japan voice
the opinion of the people when they
profess ignorance as to when it will be
finished. The little war began in the
streets of Seoul last July, when Japan-
ese soldiers shot down the rebellious
Corean troops who refused to give up
their arms at the command of the Jap-
anese commander in Corea, General
Hasegawa.

Very much to the surprise of the Jap-
anese, who have always underrated the
Corean national spirit and the individ-
ual bravery of the people, the struggle
that started in Seoul three months ago
has spread over all of the peninsula,
and it looks as if Formosan persuasion
would have to be used. Excerpts at
random from the latest Tokio papers
will show the nature of the guerrilla
warfare that the Corean patriots have
taken up with fanatical energy.

"A telegram from Seoul under date
of September 11," says the Nichi Nichi
Shimbun, "says that overland transport
of mail from Seoul to Gensan has been
suspended temporarily owing to dis-
turbance in localities between the two
places. Again, the insurgents at Seiyu,
who escaped the Japanese forces and
arrived at Chojo, have increased their
number to a thousand, and are now
threatening to attack Seiyu in a body.
The Japanese at the latter place have
escaped to Kwoshu."

Another despatch says that at Seoul,
Chemulpo and Fusan business is prac-
tically at a standstill because of the
suspension of produce shipments from
the troubled interior. Railroad service
on the Seoul-Fusan railroad has been
discontinued at several places because
the insurgents have seized the railroad
stations and threatened the bridges.

Three miles outside of Taiku, the
principal town on the line of the rail-
road between Seoul and Fusan, where
several hundred Japanese are living, a
band of Coreans descended on seven-
teen Japanese and wiped them out en-
tirely. This is the way the Coreans are
fighting.

They are all disorganized, untrained
in the arts of warfare, badly equipped
and almost starving, but they are in-
spired with a hatred of Japan that has
been rooted in the race for three hun-
dred years, and they seem ready to ful-
fill the prophecy made in New York by
Prince Yi some months ago that his
countrymen would continue to resist
Japanese absorption until they were all
dead.

Hard to Check

Until the Japanese shall have made
of the peninsula one great barrack there
seems little likelihood that they will
check the guerrilla warfare. Corea is
a country ribbed with mountain chains
along its whole length. Just the one
slender thread of railway running from
south to north offers access to the in-
terior, and that railroad stretches
through the very middle of the penin-
sula. There are miles of rugged moun-
tains on either side where Japanese do
not dare to go singly at present.

At the close of the war the horde
of Japanese immigrants that crossed
over to Corea followed the line of the
Keifu railroad, and outside of every
sprawling, hideously filthy Corean town
a neat Japanese settlement sprang up.
Thus one main artery of Japanese
strength passes through the land at its
centre, and there is a cross current
of Japanese lodgment along the Yalu
River at the extreme north and some
settlements along the coast.

Yet even connected by railroad and
sea traffic as they are, these settlements
have already been harried in reprisals
for Japanese usurpation and Japanese
insolence. General Hasegawa seems to
have lost his temper before the exhibi-
tion of a Corean people finding them-
selves, for in a Tokio paper of Septem-
ber 20, there appears a manifesto from
him to the Corean people which breathes
vengeance uniquely.

"Those who are ignorant of the
trend of events," says the irritated Gen-
eral, "and who fail correctly to distin-
guish loyalty from treason have by wild
and baseless rumors instigated people's
minds and caused rowdies in various
places to rise in insurrection.

"These insurgents commit all sorts
of horrible crimes, such as murdering
peaceful folk, both native and foreign,
robbing their property, burning official
and private buildings and destroying
means of communication. These offen-
ces are such as are not tolerated by
heaven or earth. Unless promptly sup-
pressed the trouble may assume calam-
itous proportions.

"I charge all of you law-abiding Cor-
eans to prosecute your respective peace-
full vocations and be troubled by no
fears. As for those who have joined
the insurgents from mistaken motives,
if they honestly repent and promptly
surrender they will be pardoned their
offence.

"Any of you who will seize insurgents
or who will give information concern-
ing their whereabouts will be handsome-
ly rewarded. Those who wilfully join
the insurgents, or afford them refuge
or conceal weapons shall be severely
punished. More than that, the villages
to which such offenders belong shall be
held collectively responsible and pun-
ished with rigor."

Bird-Catching Spider

E. V. Anthony, a farmer who lives
near the Kentucky-Tennesee line, dis-
covered a new species of spider while at
work in his garden yesterday morning,
and the insect, which has been seen by
many, surpasses anything of the kind
ever seen in this section. Mr. Anthony
says the discovery of the spider was
made through the shrill chirping of a
bird. He, thinking it was a snake, made
a search. In a bed of weeds he found
a huge spider web, and entangled there-
in was the bird's mate, fluttering for
freedom, while a monster spider was
slowly weaving a web around its victim.
The spider was some two inches in
length, coal black with green velvet
spots on its body. The web in which
it lived was some three feet in diamet-
er, and the thread composing it was
strong as silk thread. The spider was
captured, though allowed to live, and
will be sent to an expert to be examin-
ed.—Cincinnati Enquirer.

PROTESTS AGAINST RANK OF AUTHORS

British Museum's Choice of Nineteen Best Creates Adverse Criticism

A question perhaps even more dif-
ficult of solution than that of "What
are the hundred best books?" has
been raised by the authorities of the
British Museum, writes the London
correspondent of the New York Times.
In the reading room of that institu-
tion, which has just been reopened to
the public after being closed for a
lengthy period of repairs and renova-
tions, there are 19 panels (there are
20 really, but one is occupied by a
clock), on each of which has been
painted the name of a great English
writer. It was no easy task to select
nineteen names as the greatest and
most representative in English liter-
ature.

Of course this selection does not
meet with universal commendation.
Equally, of course, the omission of
Thackeray and Dickens was at once
noted and objected to by that section
of the public whose acquaintance with
English literature probably goes
further than a certain familiarity with
names. One of the trustees had to
explain that the official view was that
fiction occupied a less exalted place in
the hierarchy of literature than other
branches and was of a more recent
growth. Scott (whose name is in-
cluded in the list) had other claims be-
sides being a great novelist, whereas
the fame of Dickens and Thackeray
rested almost entirely upon their
novels.

Lord Avebury (Sir John Lubbock) is
a trustee of the British Museum. In
an interview he said he was equally
responsible with his fellow-trustees
for the selection made, and he gave
an interesting opinion on the list as a
whole.

"I had some little doubt about Caxton,"
said Lord Avebury, "not as to
the great services he had rendered to
literature but as to whether he was
quite representative of English liter-
ature in the same sense as the other
great writers. And in the same way,
with reference to Tindale, I had a lit-
tle doubt, not in any way from under-
valuing what he had done, but I
thought that his great services were
perhaps hardly services to literature.
On the whole, however, I think there
is a great deal to be said for includ-
ing their names, and that otherwise
it is a very good selection."

In reply to a question as to whether
he would have included Dickens and
Thackeray if there had been room,
Lord Avebury said "If you ask me
whether, supposing there had been
twenty-one panels instead of nineteen,
Dickens and Thackeray should have
been included, I should have rather a
doubt about it, but I would not like
to say which two names I should have
selected without giving the matter
greater consideration."

Sidney Lee, editor of the Diction-
ary of National Biography, said:

"The list of names is interesting. It
is inevitable that a few which one
would like to see there should be
omitted. I think room might well have
been found for

Dryden
Johnson
Burke
Burns.

I wonder what Carlyle and Macaulay
would say about the preference of
themselves to Dryden and Johnson. I
fully admit the difficulty of deter-
mining whom to omit from the exist-
ing list in order to make room for
my four suggestions. However, re-
luctantly, I should be inclined to sac-
rifice

Locke
Addison
Carlyle
Browning.

George Bernard Shaw unhesitating-
ly corrected a printed list. He began
by knocking out Spencer. Then he
depleted Locke and Addison, and sup-
plied one name—that of Bunyan—in
place of the three. He thought Field-
ing a better choice than Pope, and
would have preferred Blake or Shelley
to Wordsworth. He erased Tennyson
and Browning, and advanced the
claims of Ruskin, Dickens, and But-
ler (presumably the Butler of "Hudi-
bras").

Some of his corrections are characteristic. So is his comment:

"I hastily correct the more out-
rageous omissions. When you have
only nineteen windows it is ridiculous
to waste them on genteel third-rate
minds like Addison, Wordsworth, and
Tennyson, while Bunyan, Blake and
Shelley are being crowded out."

Frederic Harrison said: "Admitting
the difficulty of screwing British liter-
ary worthies into nineteen holes, the
salient omissions seem to me to be:

"Hume, the greatest of our philoso-
phers, and

"Fielding, the greatest of our novel-
ists.

"And what will Scots say to a list
which contains Browning and not
Burns?

"And what will Irishmen say to a
list which contains Addison and not
Goldsmith?

"Are there no spaces for Thackeray,
Dickens, or Johnson, Gray and Rich-
ardson?"

Herbert Trench and Edmund Gosse
commended the selection made by the
trustee, and so, to a certain extent
did Hall Caine.

"Yes, Brown is always getting th
cart before the horse!"

"My dear boy, don't be archaic
nowadays we say getting the smell be
fore the automobile."—Life.

STRUCTURAL PROGRESS IN OCEAN FREIGHTERS

British Expert Writes of Improvements in the British Merchant Ships

In a paper on Structural Development in British Merchant ships, which was read at the Bordeaux international congress, J. Foster-King said in part:

"The Great Eastern, built in 1859, was 680 feet by 83 feet, is stated to have had no sheer, and no close spaced transverse frame; the transverse members consisted of webs and bulkheads which averaged 16 feet apart, only a few of them being extended to the outer shell. The tiers of beams below the upper deck were but little better than rafters for flooring, the shell plating was only 3-4 inch iron (for which modern practice would call 12-20th steel the equivalent) stiffened by longitudinals 2 feet 6 inches apart on the bottom, 5 feet on the bilges and sides, and 7 feet 6 inches apart on the top sides; there was inner skin of half inch iron (equal to 8-20th steel) extending up to the fourth deck, two longitudinal bulkheads of the same thickness, which extend to the full depth of the ship, stiffened by plate webs 5 feet apart, so that longitudinal she was a single-deck ship, having relatively narrow but very strong top members connected to the lower part of the structure by four films of thin plating, two of which were not stiffened inside the squares of about 16 feet by 7 feet 6 inches, formed by the deck stringers and webs. The ship was riveted throughout with 7-8 inch rivets, all the plate seams were single riveted, and none of the butts had more than double riveting.

3The Cunard steamers are 760 feet by 87 feet, 6 inches by 60 feet, have sheer, the traverse frames are 32 inches apart, reinforced by web frames 10 feet 8 inches apart; there are four complete steel decks, having beams 32 inches apart; the shell plating is 21 20th to 20 20th; there is an inner skin 15 20th thick, extending 8 feet above the keel, stiffened by 10-20th longitudinals about 6 feet apart, in addition to the transverse floors 32 inches apart; there are two longitudinal bulk heads 10-9-20ths thick, extending up to the fourth deck, while the two layers of thick plating connected to double topside plating over 2 inches total thickness. The riveting of the seams of shell plating is treble, and of the butts quadruple, with special double straps on the top sides.

It cannot be said that the introduction of steel revolutionized shipbuilding, although it pushed progress faster, nor that the manufacturer has been ahead of the consumer, although there have been great developments since the days of the Buenos Ayrean, the first steel Atlantic steamer, in the number of sections and sizes of material available.

"The cargo steamer seems to me to be the most important species of the genus ship, not only because it is numerically the largest, but because it shows the greatest number of variations, and the greatest activity in developing these into distinct species. The ordinary cargo steamer of 30 years ago was but a modification in dimensions of the contemporary passenger and cargo type, ranging in length from 260 feet to 280 feet, having two tiers of beams, a tier of wide-spaced hold beams, and quite commonly, a double bottom. For smaller vessels the raised quarter deck or well deck type, was practically supreme, but it seems unnecessary to deal with them separately, as they presented few special features in construction which have not since been embodied in the now paramount type, having continuous decks. The raised quarter deck has been of evolutionary value from the fact that the demand for the omission of complete tiers of beams in way of the quarter deck had to be faced and met almost from the beginning, so that the introduction of web frames, as an efficient substitute for a third tier of beams in a three deck or a second tier in a two deck ship, is now a matter of quite ancient history. The web frame ship was an improvement in design for bulk carriers, but the broken stowage for other trades created a demand which led to the deer frame system being introduced, I believe by Messrs. Stephen, of Linthouse, about 1887; that is, each frame was made stiff enough and strong enough for the longer spans caused by the omission of the wood deck from the second deck level, an omission of valueless material which seems to have been at first generally, although not universally, regarded as one having such structural importance as demanded either compensation or freeboard penalty.

The steamer Lincluden, 312 feet by 42 feet 4 inches by 26 feet 3 inches, so far as I know, the first real singledeck ship of this depth, or near it, was built by Messrs. Furness, Whitby & Co., West Hartlepool, in 1896, and was considered to be a radical, if not dangerous, departure; but circumstances have more than justified the design, and this ship was the forerunner of a type which is now becoming comparatively common. A number of relatively large vessels have been built, having wide-spaced stringer plates at mid-depth, but the largest vessels of ordinary form of which I know anything in which reliance is placed solely upon deep framing, unsupported by beams of any kind below the upper deck, having depths of 28 feet 6 inches to 29 feet 6 inches. The range of development in this type is shown by comparison of this vessel with a single deck steamer, 262 feet by 43 feet 6 inches by 23 feet 6 inches, of which a number have been built for service on the American lakes, and whose depth corresponds with the least for which three tiers of beams used to be the standard. We have already reached a close approximation in design to an open boat with a portable deck, and, if trade requirements demand it, we are yet far from having reached any limitation upon the dimensions of this type based on practical considerations. The evolution of the single deck steamer from the three deck type has been on clear, well-defined lines, but recent activity in designing new methods of construction and types of ship intended to solve the problem of combining large capacity and large deadweight on limited draught, with ample water ballast capacity, unbroken stowage, absence of sand trimming for bulk cargoes, and simplicity of construction, has produced designs which are such variations from the parent ship as to form distinct species, and which have had, in some cases, quite an evolutionary history. For example, in Mr. McGlashan's ship there is no change in external form, but by the simple expedient of adopting two skins of plating it is possible, not only to carry a very large quantity of water ballast, having a higher centre of gravity than the normal, but to secure such great transverse and longitudinal strength from material disposed of in the best position as to give the power of practically indefinite expansion in ship dimensions.

Mr. Foster-Kink, in concluding, said: If attacked solely from the point of economy and efficiency of design and as a problem in engineering, unhampered by preconceived ideas of construction and trade requirements, it seems to be obvious that the natural design of a ship-shaped girder would be one which would have the material disposed entirely on the circumscribing walls. We have certainly grown up amid the conception that numerous tiers of beams are natural, and that their omission demands compensation, instead of what seems to be the sound ideas exemplified by Messrs. Brunel and Scott Russell half a centrury ago, that the ideal structure would have the longitudinal material massed on the upper deck, bottom and sides; the transverse members would be of the simplest form and fewest number possible, with their contributary elements as far apart as the thickness of plating would permit; while additional tiers of beams or layers of plating would be regarded as unscientific and to be fitted only under compulsion of trade conditions, but that, when fitted, the best use had to be made of them as factors in the structural equation, in order to minimize what must necessarily be wasteful in weight, just as is the central corpse of a shaft or any other mass of material in the wrong place. It appears to me that the tendency of all types of development, with the exception of the large mail and passenger steamer, has been towards reduction in number of parts, economy of labor, rather than weight, to a probably unconscious realization of the principles of design which I have ventured to put forward as the best; and particularly in the case of bulk carriers to the closest possible approximation to an open boat—a design which seems to be not only the child of the ages, but the father of the ideal design for such vessels.

WHAT SCIENCE DOES FOR LOT OF MAN

Has Vastly Improved Conditions of Life Over Old Days

"Modern science has done much to improve the lot of man through a better understanding of life processes. His diseases are being studied, and as a result of modern methods of sanitation, antiseptic surgery, and serum therapeutics many diseases that once were scourges are now controlled. A factor in the further betterment of the condition of man," writes Professor Harry Snyder in the October Harper, "is the improvement of his food.....

"By careful selection of the parent stock in plant-breeding, as in animal breeding, certain characteristics can be intensified and more firmly fixed, while other and less desirable ones can in part be eliminated.

"The general principles of heredity formulated by Mendel give much promise in the way of crop improvement through more systematic methods of breeding. It is believed by many biologists that Mendel's law offers in part a solution to some of the perplexing problems in plant and animal improvement. It is too early, however, to predict what benefits can reasonably be expected from its application. his law attempts to reduce to a mathematical basis the characteristics of the progeny of men and animals; a certain percentage having the individual characteristics of each parent, and a certain percentage the blended characteristics of both parents. It is not too much to expect that the proposed law with modifications will do much to place the science of plant-breeding upon a rational basis.

"In the case of corn, careful selection of seed has resulted in the production of plants which have a tendency to produce an additional ear, thereby increasing the yield ten to twenty-five per cent. Also ears of larger size and more uniform character are secured by breeding and selecting the seed corn. One of the best examples of the improvement of a crop by selection and breeding is the sugar beet, which has been developed from the common stock of garden beets that contain only a small amount of saccharine material and are unsuitable for the manufacture of sugar, until high-grade beets containing sixteen to eighteen per cent of sugar were secured.

"As a result of the study of seeds, their requirements are better known. In many instances the vitality of the crop is necessarily lowered through storage of the seed in poorly ventilated rooms and bins. The life process of the seed goes on to a certain extent even during storage. There is a slight activity of the cells, resulting in the production of carbon dioxide. This might be called vegetable respiration. When this ceases death and decay ensue. With the seed it is either a state of life or death. There is no absolutely dormant period in seed life.

"While the selection and breeding of seeds has done much, and is destined to do more for the improvement of crops, plant-breeding alone will not produce the results that can be secured through the judicious feeding of crops coupled with seed improvement. Feeding of crops is too frequently neglected. A larger supply of plant-food is the crying need of many soils, and low yields and poor quality of crops are more frequently due to lack of food than to any other cause except adverse climatic conditions.

"There is a close relationship between soil and crop. The improvement of the one is dependent upon the upbuilding of the other."

At a term of the circuit court in Ohio not so long ago a "horse case" was on trial, and a well-known "horseman" was called as a witness.

"Well, sir, you saw this horse?" asked counsel for the defendant.

"Yes, sir, I—"

"What did you do?"

"I just opened his mouth to find out how old he was; an' I says to him, I says, 'Old sport, I guess you're pretty good yet.' "

At this juncture counsel for the opposing side entered a violent objection. "Stop!" he cried. "Your Honor, I object to any conversation carried on between the witness and the horse when the plaintiff was not present!"—Harper's Weekly.

"Call that a ham sandwich?" exclaimed an absent-minded man at a railway restaurant. "It's the worst I ever ate. No more taste than sawdust, and so small you could hardly see it." "You've been eatink your ticket," said the attendant, "this is your sandwich!"

GERMANS IN PRAISE OF BRITISH SOLDIERS

Foreign Critics' Favorable Review of the War in South Africa

The Berlin correspondent of the London Times, writing under date of Oct. 21, says:

A review of the British official history of the war in South Africa compiled by Major-General Sir Frederick Maurice occupies a prominent place in the current issue of the Militar-Wochenblatt, the official military organ. The achievements of the British army in the campaign are referred to in the most appreciative terms, and the principal significance of the review is that it was written in the department of the German General Staff which deals with military history.

The writer begins by saying that seldom indeed has public opinion been led more astray concerning the true significance of the events of a war than during the hostilities in South Africa. Practically the entire Press of all civilized countries, it is declared, did everything it could to eulogize the achievements and organization of the Boers, especially after their first victories ,while British leadership and the British troops were belittled and mistakes immoderately condemned without any foundation which could justify such sharp criticism. The Militar-Wochenblatt says that the official history of the war in South Africa is a remarkable accomplishment in military history which deserves appreciation abroad, especially in Germany, where, perhaps, it is remarked, the measure of justifiable criticism is often exceeded. The article continues:

"This exhaustive presentation of all the circumstances permits a clear picture to be obtained for the first time of all the difficulties with which the British military authorities had to contend at the beginning of the war. If hitherto the absolute inadequacy of the British preparations for the war has appeared incomprehensible, we now learn, as a matter of fact that in competent circles in England hopes were entertained to the last that there would be a peaceful development of affairs. Therefore the widely prevailing opinion that Great Britain was preparing for the war long beforehand and was only awaiting an opportunity to open hostilities is erroneous. In spite of vigorous representation by the military authorities for the timely reinforcement of the forces in South Africa, no additional troops were sent for fear of irritating the Boers."

After referring to the effect of the climate on the men fresh from home, the review proceeds:—"If the British soldier in the early engagements did not show himself at the height of his fighting capacity when such catastrophes as Nicholson's Nek and Stromberg could occur we, who now have our experiences of colonial warfare behind us, judge this phenomenon, which at the time evoked such unfriendly comment, all the more mildly as today we ourselves know what acclimatization means in such colonial enterprises. Sir Frederick Maurice's masterly description of the fighting during the operations for the relief of Ladysmith and during the advance on Bloemfontein shows what devotion the British soldier is capable of, and what high fighting qualities he possesses, qualities which were recently again manifested in brilliant fashion during the relentless pursuit of Morenga. The dash and perseverence of General French's cavalry division during the pursuit of General Cronje, the gallant behavior of the Highland Brigade, the heroic attack of the mounted infantry under Colonel Hanna at Vardeberg, the tough fight of the 6th Division at Dreifontein, and the splendid stand made by 'Q' battery at Sanna's Post are eloquent testimony to the leadership, pluck, and willing devotion of the troops."

GERMAN NAVAL PROGRAMME

Three More Battleships to Be Built Next Year for the Kaiser's Fighting Fleet

The Norddeutsche Allgemeine Zeitung, of Berlin, publishes the text of a draft law, amending the present German Naval construction, which has been approved by the federal council.

The amendment consists of a single paragraph abrogating paragraph II. of the naval law of 14 June 1906, which is replaced by a clause providing that, irrespective of possible losses of ships, the life of battleships and cruisers shall be reduced from 25 to 20 years.

The building programme for the period 1908-1917 is modified as regards the replacement of obsolete vessels by the adoption of a special scheme of construction, as, owing to the reduction of the period of service, three more battleships will be required, and the retention of the present plan would involve an irrational distribution of building over the years covered by the programme.

Under the new scheme 17 battleships will be replaced in the period of 1908-1917, three each in 1908, 1909, and 1910, two in 1911, and one each year from 1912 to 1917. Six large cruisers will be replaced in successive years. Nineteen small cruisers will be replaced, two each year from 1908 to 1916 inclusive, and one in 1917.

GERMANS IN EAST AFRICA.

Fertile Farm Lands on Which 2,000 Settlers Are Now at Work.

It is about 30 years since the Germans acquired the vast region now known as German East Africa, says the New York Sun. They had no idea then that any part of the colony, which is only a little south of the equator, could ever become the home of white settlers. Much to their surprise, they have found that about a sixth of the country is so rich in soil and stands so high above the sea that white men may engage in manual labor there all the year round.

The regions that invite white colonization are distributed in large and small areas among the Usambara mountains, near the sea; on the vast high plains south and west of Mt. Kilimanjaro; in the mountains and rich valleys of Uhehe to the southwest; on the high tablelands of Urundi and Ruanda, near the Congo Free State, and in other districts. Already about 2,000 peasants from Germany and the Transvaal have settled there though it was only last year that Germany got ready to admit colonists.

In some places there are only two or three settlers, while in other regions there are scores of families. It is still an untamed wilderness, and Germany holds out no glittering inducements. In the circular of the colonial government last year, colonists were told that they would be accepted only if they were well, strong and temperate. They must be prepared to endure bravely the privations inseparable from pioneer life. There was little prospect of acquiring wealth, but the diligent man could make a home for himself and his family and become independent.

The great regions of Urundi and Ruanda, the most populous parts of German East Africa, about 800 miles from the Indian Ocean, are not yet open to settlement, as ordinary relations with the natives are not yet fully established. These are the only regions adapted to white occupancy that are not yet accessible to colonists.

The government will ultimately sell the land, but at present it is leased to settlers for a few cents an acre. As soon as the settler has one-tenth of his holding under cultivation or otherwise devoted to useful purposes, he is entitled to buy twice as much land as he has improved, at about 10 or 20 cents an acre.

It is a little different, however, with the German Poles, who are as yet the chief German immigrants. For each family a little cabin and two outhouses are constructed, a few cattle and some farming implements are provided, and the government is reimbursed in small regular payments.

The Germans have been greatly surprised to find how large a variety of European farm crops can be grown on these wide-spreading lands from 4,000 to 7,000 feet above the sea. Some settlers are actually raising wheat as fine as any land produces.

MR. BIRRELL AND THE CRITICAL FACULTY

How Important It Is That It Should Be Properly Developed

Mr. Augustine Birrell, M. P., heralds forth a new departure in the critical department of the Contemporary Review with a charming article in the October number on "The Critical Faculty."

"I am glad to hear," he says, "that the Contemporary Review is proposing to reorganize its critical department, and, in future, is to devote a somewhat special attention to the consideration of books. But how is this to be done, and who is going to do it? A reviewer of books, new or old, is, I suppose, a person with views and opinions of his own about life and literature, science and philosophy, and fancy, which he applies ruthlessly or pleasantly, dogmatically or suggestively, ironically or plainly, as his humor prompts or his method dictates to books written by somebody else. He was once a more formidable person than he is now, actually credited with being, but such as he is he still goes on his way saying what he thinks fit to say about the books summoned before him.

"Criticism begins with the ego of the critic.

This likes me more and this affects me less.

"All such criticism is fearless. The author counts for nothing. A book, like an apple, is good or bad. A child coos with delight to its mother, crying nan nan in the joy of discovery. 'There is a better book than the Bible,' and so began a long series of adventures among masterpieces.

"Perhaps the most fascinating chapters in the history of criticism will always be these personal records of literary sensations, peculiar to the individual who records them. They have life within their veins, but (for let no honest man deceive himself) that life is short lived. Literary life is grueling and must be one who knows himself how to hold a pen. Plain truth is no good. The charm is in the composition.

"Criticism, however, means more than a record by a man or woman of genius of adventures among masterpieces. It is a grave concern and sweeps the whole universe within its net. There is nothing above or beyond criticism unless it be the starry heavens. The two notes of the critic are sympathy and knowledge.

I have not chanted verse like Homer, no—
Nor swept string like Terpander, no—nor carved
And painted men like Phidias and his friend;
I am not great as they are, point by point.
But I have entered into sympathy
With these four, running these into one soul,
Who, separate, ignored each other's art.

Say, is it nothing that I know them all?

"As neither sympathy nor knowledge can ever be complete, the perfect critic is an impossibility. A young Oxonian once complacently remarked to Mark Pattison his intention of editing an edition of Selden's 'Table Talk.' The learned man warmly congratulated the would-be editor upon his choice, remarking how easy it would be for him to read every printed book it was possible for Selden to have read, and thus to qualify himself within the compass of a dozen studious years to add a few really explanatory notes to the 'Table Talk.' The young man shuddered and at once abandoned the idea, and generously made a present of it to a quick-witted friend who, not knowing Mark Pattison, was able, without a pang, to produce his edition in three months. The reviewers all spoke well of his labors, and as the majority of them were probably reading the 'Table-Talk' for the first time, it was only decent of them to do so. It is hard for a reviewer to help being ignorant, but he need never be a hypocrite,

Steeped in conceit, sublimed by ignorance.

"Knowledge certainly seems of the very essence of good criticism, and yet, though we are all of necessity critics, how far-reaching is most men's ignorance! Bishops debating the marriage laws in the presence of half a dozen anthropologists who had specialised in the history of human marriage would hardly present a more ironical spectacle than is afforded by most of our public or private disputations. Can any man now be pronounced fit to criticise even a short story of the Western World who has not read Balzac, Turgenieff, Guy de Maupassant, and Tolstoi? How many languages, how many literatures should be known to a present-day critic of Belles Lettres before he has the effrontery to produce his measuring-tape and publish the result of his examination? As for the critic of history or of science—what is to happen to him? Must he have travelled along the same roads and examined the same authorities as his author? If he has not, it is hard to see wherein the value of his criticism can be.

"Yet the judgments of the learned often carry no weight and deserve to carry none. Judging is more than knowing. There is that ounce of mother-wit which is worth, all the world over, more than a pound of clergy. Taste, delicacy, discrimination—unless the critic has some of these he is nought."

The members of the Federation of German Seamen, 30,000 strong, are still on strike, having gone out May 20 last.

SAYS TIMBER LICENSES ARE ALL RIGHT NOW

An American Capitalist Thinks They Are Good Enough as They Are Now

H. M. Angle, of New York, is one of the American capitalists who have heavy investments in British Columbia timber, who is not worrying about the title conferred by the system of timber licenses recently introduced into British Columbia.

"That is one of the things that can be depended upon to take care of itself," said Mr. Angle. "The fears you speak of seem to me unreasonable as they foreshadow a policy of confiscation which would be alien to the principles of British government anywhere."

Mr. Angle on behalf of himself and associates, has acquired considerable holdings of timber both on the mainland and on Vancouver island, and it was in response to a question as to what he thought of the movement initiated by the new so-called Timber and Forestry Chamber of Commerce, which has been started in Vancouver, and branches of which it is proposed to organize all over the province, that the above remark was made. Mr. Angle had never heard of the movement, but it was explained to him that its chief object seemed to be to induce the government to modify the existing timber licenses by providing that such licenses, instead of expiring after twenty-one years, should contain an option on the timber for a second perior of similar duration.

"Of course no holder of timber will object to have his license extended for double the period for which he originally bargained, but I do not see the necessity of such an enactment," continued Mr. Angle. "Twenty-one years is a long time away, and many things may happen between this and then, but I see no reason to suppose that any government will ever take any steps to take away the timber from existing license holders. Apart from other considerations they would never do so for the sake of their own interests. Directly it became known that holders of licenses would not be allowed to renew them there would be a rush to cut the timber. Only the best would be taken and the rest wasted with a great resultant loss of revenue stumpage to the government, not to mention the destruction of a large proportion of the resources of the country. People who are agitating along these lines forget that it is not to the advantage of the country that the timber should all be cut off as quickly as possible. On the contrary so long as there is a sufficient quantity cut each year to fill the demand at a reasonable price, it is to the advantage of the country that the forests be kept intact long as possible. We don't want a timber famine here as they are predicting in the United States, and such as already exists in the middle western states which were formerly the great producers of timber.

"We have large plans for the development of our holdings, but they are not yet quite in shape for publication. We expect to manufacture for the Canadian market, which is growing every year with the development of the prairie district."

Discussing the financial situation in New York, Mr. Angle expressed the belief that the time of acute stress was over. While the country continues to produce food supplies and raw material of all kinds in vast quantities and the rest of the world is purchasing them at high prices, he failed to see how the underlying situation could be regarded as otherwise than sound, whether in the United States or Canada. He looked for a period of conservative progress for a year or two.

Mr. Angle, who is staying at the King Edward, will be here for a few days.

ANNOUNCEMENTS IN PROVINCIAL GAZETTE

Companies Incorporated, Appointments Gazetted and Notices of Private Bills

The following appointments appear in the current issue of the British Columbia Gazette:

Charles Stuart McKilligan, of Victoria, to be a clerk in the office of