SEMI-WEEKLY SUN, ST. JOHN, N. B., JUNE 28, 1900

How Our Army was Whirled to the Front.

UP TO DATE

THE MAGIC DABPET

(Julian Ralph in London Mail, May 31.)

Prince Houssain took and spread the car-pet, and as soon as he had formed his wish, he and his officer whom he had brought with him were transported to the caravan-sery at which he and his brothers were to meet.—Arabian Nights Entertainments.

Now that we appear to see the end of the war and its trials and tests, we can almost confidently say of one of its accessories that it has been wholly admirable; that it will be recorded in history as an almost perfect feature of 30 to 40 men each. Horses and mules an undertaking otherwise too much utilised the equivalent of 14,000 trucks marred by blunders, flaws and unanticipated obstacles.

I refer to the Cape government railway system, by means of which the British fought a war in which they were obliged, as it were, to land troops and supplies at Gibraltar, and rush them to the Pyrenees at first and then 500 trucks daily, including Sundays. on to Paris. As this is literally a feat which Great Britain may yet have to per-form between those identical points in Europe, it is of double interest to know that Cape Town is 600 miles away from the Orange River, just as the Pyrenees are 600 miles from Gibraltar, and Pretoria and Paris are, respectively, 1,000 miles from Cape Town and Gibraltar.

A SPLENDID PERFORMANCE. To move 200,000 troops as fast as they can be handled, and hurry after them their tents and guns, horses, ammunition, fodder, and food, would strain the resources of a standard gauge double-track trunk line in England;

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yet not a hitch occurred in the performance of this feat by the narrow gauge single-track railway which we practically commandeered in South the stations. Water also had to be Africa. carried to the troops at Rensburg "Which we practically commandeerwhen there was fighting on the nor-

ed." as you shall see, and yet which continued to discharge all its normal functions as if there was no war to strain its resources. How' this was done makes a wonderful tale of British patriotism, enthusiasm, and genius, and therefore well worth the telling.

The Cape government railways compose a system of, roughly, over 2,000 miles, which consists of three main to be so distributed that if, and when, lines; one from Cape Town, one from Port Elizabeth, and one from East London. These so converge that all three terminate at Bulawayo in one direction, and at Johannesburg and Pretoria in the other, with a means of connection with Natal and Delagoa stock on the East London branch to Bay.

THE COAL SUPPLY CUT OFF. The war crippled the railways at the point of junction with the railways of the Boer Republics, whose armed men kept forcing the paralysis further and

further down into the colony until at

ne time the junctions at De Aar an

trucks, and that many trains would have to be discentinued, but the rail-way people are now able to boast with natural pride that they did not subject the 'regular' passenger traffic to any inconvenience. So long as the lines ad-mitted of it through the instant THE CIVILIAN MANAGERS. The civilians to whom the utmo credit is due for the flawless work don

credit is due for the flawless work done by the Cape government railways are C. B. Elliott, general manager, and T. R. Price, chief traffic manager. Mr. Elliott did not begin his South Af-rican career as a trained railwayman. He was at first registrar to two judges, and then, being called to the bar, be-gan to practise, but after a short time returned to the civil service. He be-care assistent commissioner of cover mitted of it through train service for passengers, mails, live stock, and goods were maintained unimpaired, except that live stock and goods had to give precedence to military traffic. SUME SURPRISING FIGURES.

Between November, 1899, and the following February the railway carried for the military authorities 18,000 anicame assistant commissioner of crown lands and public works, and when it mals and 37,000 tons of stores on the western lines, and, on all lines, 70,000 men and 30,000 horses. In the first was decided to appoint a general manager of the Cape railway, he was se-

utenant Leggett, traffic manager for

four months of this year, to April 30, the lines conveyed what were equal to lected. That was in 1880. Mr. Price, the chief traffic manager 60,000 ordinary trucks, most of them joined the railway service in England many hundreds of miles. Of troops in 1863, and received an unusual trainthere were equal to more than 11,500 ing, being educated for that profes standard four-wheeled trucks carrying as men are trained for any of the older professions. He got his widest experience on the Great Western railand other military traffic used what were equal to 35,400 trucks. Most of way. In South Africa he began as traffic superintendent of a division of these vehicles also made long runs, the Midland system, and worked his Kimberley being 647 miles from Cape way along until he became the agent Town, and Norval's Pont being about in the Free State and Transvaal for as far. These figures show that the the Cape railways, and finally, in 1893. was appointed to his present important railway operatives moved more than place. Others who deserve great credit for the assistance they have given to the empire in this time of its need are John Brown, engineer-in-chief; H. M. Beatty, chief locomotive It must be borne in mind that the line upon which this feat was performed is not like one of the great trunk lines of Europe or America. It is a single track road with a rulsuperintendent; Cresswell Clark, traffic ing gradient of one foot in forty along manager of the Midland system; J. O. the first 500 miles out of Cape Town, Patterson, traffic manager of the eastthe first 350 miles out of Port Elizaern system; and J. Mitchell, goods beth, and the first 300 miles out of superintendent at Cape Town and its East London. The curves, equally difdocks-where, by the way, Sir Edward ficult to negotiate, are, some of them. Chickester has done wonderfully valuof five chains radius, while many have able and ingenious service in landing

ling stock well to the front, where it was constantly menaced by the Boers, In one of his lectures recently on and had to be pushed back. The seizure of junctional points had to be the Transvaal War, Dr. A. B. Walker, the Negro barrister-at-law, speaking foreseen, and the rolling stock required of the Boers, amongst other things, said: "They disregard all the usages junctions were destroyed, there should and customs of modern diplomacy. In be such a proportion, of engines and vehicles that each of the three lines could continue to be utilized. When Stormberg Junction was broken, the management had sufficient rolling operate that line, and it was because of this foresight and ingenuity that it was possible to hurry to General Gatacre the assistance he needed. But to go into the matter of the service the railway performed in connection with actual warfare, would be idle, since

WEDDED AT WICKHAM.

PATEN



Russia Under Suspicion. and south and y

(Special Cable to N. Y. Sun.)

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| scant consideration in any future deal LONDON, June 16 .- Whether the more sense tional reports from the Far East are true or false, there remains no room for doubt that the task of subjugating China has now been imposed on the civilized world and must assumed instantly and systematic ally. The true nature of the situation was fully realized, by Lord Salisbury two days ago when he summoned to-day's special cabinet meeting to decide on the British policy. The ominous truth is likewise perfectly understood by the Paris, Berlin and St. Petersburg governments, which will be the principal actors in the great drama about to be enacted. The question of the moment is, and

the peace of the world is involved in its answer, Can the tentative agreement for sending a joint expeditionary force to Pekin be extended to the operation of the great punitive army which must now subdue China? The issue, unfortunately, is not as simple as it seems at first glance. It would be an easy problem if each power had men aveilable in similar numbers and position as have the United States in the Philippines, but England would have to send men from India and South Africa, and France and Germany from home, if each country contributed an equal contingent. The only country which has a large force close at hand and ready to act immediately is the one power which, rightly or wrongly, is under the gravest suspicion in regard to the causes of the present crisis and which stands to gain a longcherished ambition if she is able to

control its development. hinting that Minister Conger and Adfact, in modern diplomacy, they are, The point to be settled before any miral Kempff were unnerved by lack great and small, a pack of uninitiated genuine harmony of the powers is posschool children. Take Dr. Leyds as sible is simply this: Will Russia cona good sample. He has been in Europe, sent to forego any individual and disproportionate advantages, no matter in every city, town, village, and hamlet, ever since the war broke out, tryhow large a part she may take in the ing to persuade, by vehement and imsubjugation of China? Furthermore, passioned interviews and exhortations, will she undertake the task in hearty to Washington pointed out that there some of the European nations to inco-operation with all the other forces were eleven Americans at Pao-ting-fu terfere as a menace to England. If he available as a strictly military matwould ask a freshman in any of our ter, leaving all political questions to be in imminent peril, and to certain sug-Caradian colleges, he would be told gestions made for their relief Washdecided at a future conference wherein in the next breath that he has no she will have only a proportionate the military counted upon the railway more chance of getting any of the voice. These questions in one form or European nations to take up the cause another are agitating the European of his people and fight their battles cabinets at the present moment as than the merry-andrew had in his nothing has disturbed them since the efforts to outrun his own shadow. (Ap- last great war and all day have kept plause.) His crusade in Europe is every ambassador in Europe in consheer tomfoolery; there is nothing in stant communication with his chiefs it; it is an open and glaring violation and with the foreign office to which he and transgression of all the dogmas is accredited. and canons of statecraft. (Applause.) THE WHOLE PROBLEM. "And, then, there are the peace delegates. They went to the United let me repeat, would be simple and States to get that nation to use its local as regards the international poliinfluence to bring about peace, while tics if Russia were eliminated or if her at the very same time President Krugood faith were beyond suspicion. No ger was telling the associated press other power seeks territorial aggrand. correspondents that he would not lay izement in China or anything beyond down his arms until he whipped Engthe recognition and protection of forland if it should take to the day of eign rights in the empire. It is Rusjudgment to accomplish it. If Presisia's well-known desire to acquire dent Kruger and President Steyn, who Pekin, in northern China, in addition sent those delegates, and to Manchuria, coupled with the fact the delegates themselves, had that the officially facited disturbance the ordinary gumption of an . untutored comes at the latest possible moment, hottentot, whom they so viciously debefore Great Britain is freed from her spise and abuse, they would quickly entanglements in South Africa, that see that England cares no more for brings the czar's government under the intrusion of the United States in natural suspicion. this war than she would for the intru-There have been many direct insinusion of San Salvador. (Applause.) She ations of Russian intrigue in conneccares not a single straw, or the snap tion with the Boxer rising in recent of a finger, for the intrusion of either despatches from China, but nothing one of them. (Applause.) She would tangible is forthcoming. It is incredpolitely tell both to mind their own ible that any mind in Russia could debusiness; and you may rest assured liberately incite the massacre of forthat they would just have common eigners in China, such as is now resense enough left, under the circumported to be taking place. What is stances, to mind their own business: suggested freely, even in friendly circles in Paris, is that Russia con-(Applause.) It is the shallow demagogue only who mistakes British nived at some anti-foreign demonstracourtesy for timidity. (Hear, hear.) In tion, which was not designed to be this war, England is standing up for serious beyond furnishing an opporliberty and justice and fair play, and tunity for independent Russian action she will not swerve one jot or one titwith her large forces available at Port tle from her purpose. (Applause.) Arthur. If there is any truth in these Messrs. Fischer, Wolmarans, and Wessurmises, it is now certain that the sels may be gullible enough to look upgame has got beyond Russian control. on the Hon. Bourke Cockran as a tre-No great power, not even the United mendous character in his day and gen-States, which have been spoken of in eration; but I can tell the peace comrather contemptuous terms in Europe missioners that the Hon. Bourke Cockduring the past few days, will fail to ran will never set the universe on. join in the sternest punitive measures fire. (Laughter and applause.) His if today's despatches from the seat of sympathy is not worth a single farthdisturbance prove true. ing. (Applause.) Nothing that he can Russia, therefore, will not be permitsay or can do will give the Boers an ted to act alone in any event, and no iota of tangible assistance. (Apopportunity will be allowed her to plause.) They must fall; they must gain any great political advantage from the situation. For instance, if be put down; and he cannot help them. (Applause.) Nor can he and it be true that the German minister has been killed, Germany will begin a war the United States combined save them. on China the moment the fact is au-(Applause.) They are doomed. (Applause.) Their overthrow, however, will be their redemption; the magic thenticated. The alternative, therefore, of concerted action by all the power of the British flag will set them powers is a general scramble, which free and make them men. (Great apwould be almost certain to produce plause.) ruptures between those engaged in the rival games of grab.

THE OTHER ONE. Here are some tender verses by arry Thurston Peck, which sugges a real inspiration in his soul:

Sweet little maid with winsome eyes That laugh all day through the tar hair:

hair: Gazing with baby looks so wise Over the arm of the oaken chair. Dearer than you is none to me. Dearer than you there can be none; Since in your laughing face I see Eyes that tell of another.one.

Here where the firelight softly glows, Sheltered and safe and snug and warm, What to, you is the wind that blows, Driving the sleet of the winter storm? Round your head the ruddy light Glints on the gold from your tresses spun, But deep is the drifting snow tonight, Over the head of the other one.

Held me close as you sagely stand, Watching the dying embers shine; Then shall I feel another hand That nestled once in this hand of mine; Poor little hand, so cold and chill, Shut from the light of stars and sun, Clasping the withered roses still That hide the face of the sleeping one.

Laugh, little maid, while laugh you may, Sorrow comes to us all, I know, Better perhaps for her to stay Under the robe of drifting snow. Sing while you may your baby songs, Sing till your haby days are done. But oh, the ache of the heart that longs Night and day for the other one.

nothing is easier in practice than to keep to the letter of such an agree-ment and destroy the substance. It is a simple truth to say, therefore, that the diplomatic world puts a low value on the assurances recently given to the United States by certain countries. The New Canadian Geography to be Prescribed by the Board of Education for New

Education, for New Brunswick.

(Cor. Educational Review.)

<text><text><text><text><text> I have read with considerable interest the

ington has not replied. Further, it was Compared with any modern public school said that the consuls at several treaty ports had asked for instructions with-out receiving replies. THESE ARE ALMOST certainly diplomatic slanders, for slan-der exists even in that sacred world, and girls will understand astronomy, physio-graphy and mineralogy by native instinct and natural talent. It takes for granted that young pupils will be deeply interested in baid, abrupt statements of great facts gleaned from geology and physical geo-graphy, and throws upon the teacher the onus of making these dry statements pos-sets any meaning to young scholars. Easy, interesting lessons should be pre-sonted first, then those more difficult, and lastly the generalizations and difficult topics. Fut this geography grows casier as it pro-ceeds. We find on page 100 simple map studies that any young child can follow, on page 177 simple exercises that beginners could easily do; but within the first twenty-five pages we are confronted with advanced topics that would demoralize and discourage any class of beginners. anti-foreign prejudice is ignored. of beginners. There is no doubt however that the It produces distraction and ecufusion by heaping up great quantities of pictorial illus-trations in admired disorder. On the teacher is thrown the barden of selection, the bur-den of explanation, the struggie to bring order out of chaos. On the pupil is thrown the burden of distracting matter, a hundred The burden of chass. On the pupit is known vague suggestions and questions, with no guiding hint to rational answers. An old Latin poet once observed, "The omen is in the beginning of things:" and every public school teacher who has tried his hand on junior pupils in geography will say that the old Roman hit the mark. A good beginning is more than half the battle, because after that the pupil can teach himself by reading almost any book. He has found the key to the riddle, and can unravel the mystery with ease. But if the mystery comes first, and the simplicities last, what can the unfortunate pupil do? Must he read this geography backwards, after the fashion of an old Hebrew manuscript? The illustrations are profuse and occupy more than one-half the space of the book, but no educative use is made of them. They more than one-half the space of the book, but no educative use is made of them. They are inserted more with a view to embellish-ment than to illustration of the text. The photographs of a geographical museum will no doubt amuse children, but they will hardly pass muster for a well-arranged. heipful text-book in the twentisth century? In o doubt amuse children, but they will hardly pass muster for a well-arranged, heipful text-book in the twentisth century! It may be all right to administer sugar-coated pills, but it is absolutely essential that the pills shall conform to a scientific formula, and be something more than a quack medicine, an exaggerated reproduction of mediaeval ideas. Any modern examination exposes educational quackers, The process 's now reduced to a fine art, and no intelligent school teacher or school official will voluntarily use a text-book that files in the face of modern inductive science. I have aiready called attention to the puzile of a map showing "the world ridge," page four, with the East Indies, Australia and South-America projecting on the sides outside the world circle. I would next ask attention to the map of Ontario, page eightytice, showing Nipissing, Algoma and Thunder Bay districts, in the lower right hand corner, on a scale about one-fourth that of the rest of the map.
This "erazy quilt" map shows to the child take Ontario to the name of our neighboring province of Quebec, with a patch in the torthwest corner showing the mouth of the st. Lawrence is north of Montreal.
All the explanations of the cleverest teacher cannot prevent such an absurd association acts as continuously and forcibly as the law of gravitation. Proporties in a public school securitation.

a radius of six, seven, or eight chains. all the troops and unloading all the In addition, long distances separate stcres. the stations, which makes it difficult for trains going in opposite ways to THE TRANSVAAL WAR. pass one another, while the narrow gauge (three feet and a half) prevents fast running. The waterless character of the country renders necessary Dr. A. B. Walker's Opinion of the the carriage of water, even for the supplies of the employes at some of

Boers as Diplomats. The Hon. Bourke Coekran Will Never Set the Universe On Fire.

Naauwpoort were threatened, and the junction with the East London line with the other two main lines was actually destroyed. That was when the Boers took Stormberg Junction. One result of this was that the coal supply of the colony from the South African mines was cut off. and thereafter coal had to be brought from Europe-a doubly serious thing, because, in the first place, it became much more costly, and, secondly, it all had to be carried in the same direction as the troops and supplies, thus adding greatly to the difficulties of the transportation problem. But, on the other hand, whatever southward progress the Boers made still left the railway touching the front, and thus it was that it became and remained one of the very most important factors in the military situation. The railway is presided over by the

railway department of the Cape Colony government, whose head is called the commissioner of railways. Unfortunately for Great Britain, the disloyal Bond was in control of the government when the war broke out, and the world witnessed the amazing spectacle of a colonial government at odds with the crown, and willing to subject itself to a change of common feeling with those who had for nearly twenty years engaged in an underground conspiracy to drive the English out of South Africa.

To say the least, the commissioner of railways did not facilitate the assistance given by this railway to the imperial forces. But he was rendered helpless by the fact that the complexion of the working force of the system, from the executives down. ward, was wholly different-wholly loyal.

THE BACKWARD BOER.

Have the English ever soberly thought of one fact in connection with the post Boer supremacy in South Africa-and have they duly congratulated themselves upon it ? The fact I mean is this: that the wretched solitude-steking, unclean Boer has seen his country developed against his will and without his collaboration.

The consequence is that the Uitlanders run his post offices, his railways, and his telegraphs. He has not brain enough to distribute letters, act as guard on a cattle train, or carry a message from a telegraph station to a neighboring farm. If a Boer possessed the brain for any of these more menial duties of modern life he could not perform them because of his inmate dishonesty. The other Boers would know better than to trust him with a letter, a telegrom, or the iron in the railway brake, which he would steal and sell for a penny a pound.

THE TIDE WILL COVER HIM. When South Africa passes into Eng-

lish hands the Boer will still cling to the wilderness and its dirt, and will never be in the way of those who turn the wheel of progress.

The task before the loyal working force of the Cape government railway was for every man to do his best, and for all to rise to the extraordinary occasion. They had to keep the civil traffic going as well as to support the enormous pressure of military business. It was predicted that civil passengers, especially in the short suburban runs in and out of Cape Town, would have to be carried in goods

as the basis of the most important plans and movements. Methuen depended upon the western line throughout his early campaign, and Lord Roberts only cut loose from this line at Kimberley to march across to the Free State line, which is an extension of the Cape government system from Norval's Pont.

thern border of the colony.

During the earlier months of the

war great anxiety resulted from the

absolute necessity for pushing the rol-

SECRET BOOK-KEEPING.

To debit the imperial government with the usual traffic charges upon troops in passenger trains and upon food, forage and guns, would have not only entailed an immense amount of book-keeping, but it would have put on record, for the guidance of disloyal persons, the movements, number and destinations of our soldiers and a complete betrayal of the weight and destination of the guns and supplies hurried to the front. On this account

it was agreed between the government and railway that the latter should charge so much per truck or carriage per mile, and that there should be no per capita charges for troops or animals except for the few that went by regular passenger trains. No weights of goods were recorded, the only care teing to see that the maximum carr;ing capacity of the trucks was not exceeded. In future wars this method will be

copied because it combines economy with a secrecy which is valuable be

yond computation. I did not verify the figures, but have heard that the prices charged against the imperial government are equal to a penny per man per mile, three-quarters of that sum for a horse, and five farthings per ton per mile for supplies. The railway department is said not to be losing or profiting unduly by this arrangement.

HOW THE WORK WAS SIMPLI-FIED.

> A plan which was adopted by the military duplicates all the railway officials, from the managers to the station-masters, with military officials The principle is thoroughly good, and in practice has worked very well. Before it was adopted, and when a host of army officers gave confusing and irreconcilable orders, the situation was a tangled one. Now the subordinate army officers submit their orders to their superiors, who consider them and then decide whether 'they are practicable and necessary before communicating them to the railway men Thus work is simplified and hastened. It was Colonel Girouard who had the wit thus to parallel the civil railway system with his own military system, appointing an officer of the

Royal Engineers to watch and to treat with every man in an executive position on the railway staff. This is the Colonel Girouard of Canadian birth,

who so distinguished himself in the recent campaigns in Egypt, where he is still president of the Egyptian railways. In South Africa he is director of railways with the rank of all the

general managers combined. General Forestier-Walker is the general commanding the lines of communication, and other able and important men in the system are General Settle, inspec-PROMPTLY SECURED tor general, and Major Murray, traffic manager, of the Burma railways: Mamanager, of the Burma railways; Ma-jor Cowie, directing manager of the Northwestern railways of India; Cap-tain Waghorn, chief consulting engl-neer to the Indian State railways; and

It is necessary to speak in plain lan-WEDDED AT WICKHAM. WICKHAM, Queers Co., June 9.-A very happy affair took place here on the evening of June 6th, when Hugh McCree, formerly of Wickham, and Miss Susie Foster, daugh-ter of Isaac Foster, were united in marriage. The bride, who was unattended, was fitting-ly attired in light blue, and carried a bou-quet of white roses. The ceremony was per-formed by Rev. T. O. DeWitt, in the pre-sence of immediate friends of the bride and groom. The bride was the recipient of many handsome presents. After spending a few days among their friends, the happy couple will take up their residence at Rothesay. They will be much missed in the social cir-cles of Wickham. guage about the American attitude as viewed from the European standpoint. It should be said at the outset that Europe does not desire to induce the United States to take any action whatsoever. On the contrary, the Old World would be most pleased

IF THE UNITED STATES

did absolutely nothing. Even England has no strong wishes in the matter unless, indeed, the United States should enter into a complete partnership with her for the settlement of this question, but it is perfectly understood that any such thing is out of the question.

Apart from this consideration, there fore, England, like the continental powers, would be glad if the United States would keep hands off. Of course, if the United States adopted a policy Pellucid Pete-Sa of inaction, her interests would receive shakes his head.

said that the consuls at several treaty

made in China. Promises of the open

door are excellent things when inter-

preted in generous good faith, but

the present grave crisis in the world's

affairs is simply this, that she make

up her mind and refrain from wobbling

afterward. That its voice may nov

be most potent let America insist that

China shall be punished for her grave

violation of international law, let Am-

erica contribute her full share of men

and means for this purpose, and let

her at the same time demand the lim-

itation of China's punishment to mili-

tary, without political, penalties, and

a general concert of the powers would

Independent action by the United

States against China in the present sit-

uation is regarded in Europe as abso-

lutely impossible. Limited or partial

American co-operation in dealing with

the crisis can be scarcely tolerated. The

United States must use all their avail-

able resources in the Far East as

freely as all the other powers will do.

cr keep aloof altogether from concert-

There are several causes for the un-

favorable opinion of the American pol-

icy or lack of policy which, as inti-

mated above, have been expressed in

Europe. One is found in several des-

patches sent before the wires were cut,

of support and instruction and the ab-

sence of reply to urgent requests for

In another instance the Sun corres-

pondent has seen a despatch detailing

that early in the week a cable message

ed action with the powers.

reinforcements from Manila.

be well nigh assured.

nothing is easier in practice than to

der exists even in that sacred world, but they are damaging to American prestige. Moreover, they tend to spread the idea which most people in Europe cherish, that no American president dares to have a mind of his own when an election is pending.

There is little disposition in Europe to analyze the local causes of the Boxer uprising. Otherwise the missionary question would become prominent. It is so generally assumed that political intrigue is at the bottom of the trouble, that a basis of permanent There is no doubt, however, that the hatred of missionaries has been intensified recently. When Li Hung Chang was last in

Europe he frequently talked of the missionary question, which, he said, must sooner or later cause serious trouble. He once asked whether it were possible for the European powers to arrive at an agreement to forbid missionaries to go to China. He used to say that the Chinese did not so much object to Christianity as to "the sleek, well-paid, supercilious foreigners" who were sent to China to teach and preach. The average missionary, said the old viceroy, invariably jarred on the nerves of the most tolerant Chinaman, and he thought that it would be immensely to the benefit of all concerned if the missionary work were confined to natives, of whom there were plenty to carry on the work if it must be carried on, which he did not by any means admit.

Along this line it is curious that rumors were in circulation in diplomatic quarters a few days ago that the Russian government had made inquiries as to the possibility of Europe and America permitting the Chinese government to place certain restrictions on the immigration of missionaries, such as confining their labors to the treaty ports. According to the current report, the British government has already given its emphatic intimation that the scheme would meet with its strenuous opposition, and nobody here doubts that the United States, the country next interested in missions, would take a similar uncompromising attitude.

But diplomatists do not believe that the missionary question is seriously responsible for the present erisis, except as it is one of the underlying prejudices of the Chinese mind which has been played upon for ulterior ends. The sole question which disturbs Europe, as suggested at the outset, is whether civilization can administer a stinging blow to the barbarism of Asia without breaking the peace of all Christendom. It is a curious demonstration of how small the world has grown, and of how interwoven are all its affairs, that to-

day's rumors that President Kruger is at last ready to surrender should have an important bearing, and peaceful one, on the great issue which the chancelleries of Europe must decide within the next few hours.

NATURAL HISTORY.

her head tain't no use to argue any longer. Pellucid Pete-Same way when a bull

Sandy Pines-When a woman shakes

CHE NOTERS MAL

ALL ALKON SAL

THE WAY OF WOMAN.

Young Lady Passenger (on board liner)--What's the matter, captain? Captain--The fact is, miss, we've broken our rudder. Young Lady-But surely you needn't wor-ry about that, captain? The rudder is un-der water, you know, and it isn't likely peo-ple will notice it.--Tit-Bits.

LOOKED AT THE DARK SIDE.

"I suppose," he ventured, "that you would never speak to me again if I were to kiss you?" "Oh! George," she exclaimed, "why don't you get over the habit of always looking at the dark side of things?"-Illustrated Bits.

