THE FUTURE.

Of all countries in the world, none will enter upon the new year with brighter prospects than the Dominion of Canada. Of all the seven provinces of the Dominion, none has a more substantial foundation upon which to build its hopes of the future than the province of British Columbia. The unsatisfactory state of the market for the two principal metals we produce may for a few months exercise a disturbing influence. But in once case at least the uncertain factor will soon pass out of the market. The increasing uses to which electricity is being applied will soon create a steady demand for copper. The erection of lead refinery within the bounds of our own province, which should in a large measure render us independent of the United States combine, and the marked reduction in the rates for treatment of ore, should have a stimulating influence upon the silver-lead mines of the interior early in the year. The wisdom of the Dominion government in granting a bonus for every ton of lead refined is about to be justified in a most marked meanner, we hope.

The smelters to be erected on Vancouver Island mean a great deal for this section of the province. Only within the past year have the majority of us been convinced that any good thing, from a mineral point of view, could come out of this island. The work of development may be said to have merely commenced here. There are many prospects that may be converted into shipping mines very speedily when less costly facilities for treatment are available. With stable, progressive government to give a tone of confidence to the business community and to enter upon necessary enterprises for the removal of the obstacles that block expansion, the rate of progression in this province will be so rapid that in a few years old timers will wonder what form of madness has taken possession of the people.

Next in importance to our own provincial welfare is that of our Eastern neighbors. If we commence at the eastern boundary of British Columbia and work our way to the waters of the Atlantic, we will probably find the same optimistic feeling as possesses us here. There cannot be activity in one section without a stimulus being exerted upon all. The cattle ranchers on the western prairie country are benefited by the increased demand for beef in the growing markets of British Columbia. With sixty million bushels of grain for export and great streams of settlers flowing in as a result of the unique advertisement the country has received, is it any wonder the farmers of Manitoba are in a buoyant mood and that the business men share their feelings? Western Ontario too is being transformed under the remarkable influence of Clergue, who seems to possess almost magical powers for transforming the face of nature. The works he has established around Sault Ste. Marie are almost of marvellous magnitude, all things considered. Railways are unable to transport the produce that has been turned out fast enough to satisfy the demands; there are not enough vessels on the lakes to convey the wheat to its destination. The result is the manufacturing and shipbuilding industries are more active than at any previous time in the history of the country. Quebec is moving along in the old slow way, disliking and repelling to some extent innovation. On the Atlantic coast we find a steel-producing enterprise that is sending its wares even into the protected markets of the United States and to the cradle of the iron industry, the Clyde. Towns have sprung up there in a year, after the manner of some of the coal cities in our own province.

The future of Canada is indeed full of promise. As a young country perhaps it is pre-eminently our duty to press forward eagerly into the future, forgetful of the period of industrial probation through which we have passed.

Ian Maclaren continues to dig up rare gems in old Drumtochty. He has a story in the January number of Leslie's Magazine from which the following rare bit, especially suitable for the Christmas season, is taken. A little blind girl is speaking:

"'If I dinna see'—and she spoke as if this was a matter of doubt and she were making a concession for argument's sake—'there's naebody in the Glen can hear like me. There's no a footstep of a Drumtochty man comes to the door but I ken his name, and there's no voice oot on the road that I canna tell. The birds sing sweeter to me than to onybody else, and I can hear them cheeping to one another in the bushes before they go to sleep. And the flowers smell sweeter to me—the roses and the carnations and the bonny moss rose—and I judge that the oatcake and milk taste the richer because I dinna see them. Na, na, ye're no to think that I've been ill-treated by my God, for if He didna give me ae thing, He gave me mony things instead. And mind ye, it's no as if I'd seen once and lost my sight; that micht ha' been a trial, and my faith micht have failed. I've lost naething; my life has been all getting."

* * *

It is very much to be regretted indeed that the sewers extension by-law was again defeated. It is not an edifying sight to see a city divided against itself. The portions of the municipality interested in yesterday's report are clearly entitled to the benefits they have assisted in conferring upon other sections. We do not see how anyone whose premises at present connect with a sewer could reconcile his conscience to the act of voting against the by-law. An ill-timed fit of economy, together with some distrust of the proposed system, may be blamed for the result. However, the ratepayers have spoken and there can be no further appeal against their decision. We also think the petitioners might with justice be relieved from the liability they have incurred. Those of them who desire sewerage will be compelled to institute a system of their own. Their burdens are likely to be heavy enough.

* * *

The letter of Mr. Christie as an expert in the telegraphic business is interesting. There is no doubt that he is substantially correct in his conclusions. To the outsider, it seems doubtful if the wireless system can ever be as precise and accurate in its operation as that of the cables. That the cable companies have anything to fear from the discovery of Mr. Marconi few people believe, and for that reason the application for an injunction restraining the inventor from experimenting in Newfoundland seems inexplicable. Upon a further reference to the remarks of Mr. Marconi we find he said at the banquet in his honor that he had the utmost confidence in the ultimate utility of his system for all purposes; that he saw no reason why messages should not be transmitted across the Atlantic at one-twentieth the present rate, which might be brought down eventually to one cent a word. We say, God speed the day, for then the newspapers of Canada will be able to obtain dispatches in regard to affairs in Great Britain which can be relied upon and not so colored to suit a perverted taste as to be offensive in their tone to nine-tenths of readers in this country. Unless the trans-Atlantic cable companies have all the business they can handle at present rates, it might prove beneficial to them to have to level down their tolls a bit.

BOY DRUDGES AT SEA.

I have often wished, says Frank T. Bullen, in The Men of the Merchant Service, that it were possible to make lads who at school chatter so glibly about "running away to sea" understand how impossible it is to do any such thing nowadays, except, indeed, in such vessels as are at the last resort of the unfortunate.

The vessels of which I speak are those small sailing craft, which still drag out a precarious existence in competition with steam. They may be seen at all our smaller ports, lying disconsolately on mud banks at ebb-tide. Oh, so dirty, so miserable they look!

Worn-out gear, wretched food, and not enough men and boys to do the heavy work, they provide a hard school for young seamen. In them may be found still the bad traditions of half-a-century ago.

It is all very pitiful, a side-path to seafaring that must have lent itself to many abuses, through which many a poor, misguided lad got away to sea, and found no place of repentance until too late. I only mentioned it here because, in speaking of the boy, I am painfully reminded of the miserable little sea-drudges who are still to be found in these vessels leading the hardest of lives, and uncared for by anyone.

They are worthy of all sympathy, being so helpless, so unable to raise themselves. Their environment is as bad as it can well be, for, whether ashore or afloat, the company they are in is usually of a very bad kind. Now and then, of course, such a vessel will have a good, steady seaman, who has an interest in her, for a skipper.

A man like that will often carry his wife, and will endeavor to keep a respectable crew with him, voyage after voyage. And as likely as not he will take an interest in the boy, and try to make something of him; but such exceptions are rare.

NOT CHEAP.

Crimsonbeak: "It doesn't seem quite right to call talk 'gas.'"

Yeast: "Why not?"

Crimsonbeak: "Because they say talk is cheap."

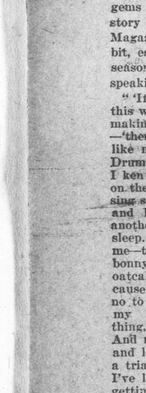
JUST ONE MORE.

Stayiate: "Just one more kiss, darling! Just one, and then I'll go!"

Voice from the stairs: "For heaven's sake, Nan, give him one! It's cheap at the price!"

Horse Sense.

"Any fool can take a horse to water, but it takes a wise man to make him drink," says the proverb. The horse eats when hungry and drinks when thirsty. A man eats and drinks by the clock, without regard to the needs of nature. Because of careless eating and drinking "stomach trouble" is one of commonest of diseases. Sour and bitter risings, belchings, unnatural fulness after eating, dizziness, headache, and many other symptoms mark the beginning and progress of disease of the stomach.



Dr. Pierce's Golden Medical Discovery cures diseases of the stomach and other organs of digestion and nutrition. It cures through the stomach diseases of other organs which have their origin in a diseased condition of the stomach, and allied organs of digestion and nutrition. It strengthens the stomach, purifies the blood, cures obstinate cough and heals weak lungs.

"I was taken with Grippe, which resulted in heart and stomach trouble," writes Mr. T. R. Caudill, Moatland, Alleghaney Co., N. C. "I was unable to do anything a good part of the time. I wrote to Dr. Pierce about my condition, taking full confidence in his medicine. He advised me to take his 'Golden Medical Discovery,' which I did. Before I had finished the second bottle I began to feel better. I have used nearly six bottles. I feel thankful to God for the benefit I have received from Dr. Pierce's Golden Medical Discovery. I can highly recommend it to all persons as a good and safe medicine."

Dr. Pierce's Pleasant Pellets keep the bowels healthy.

CUTTING OF WOOD ON THE STREETS

BY-LAW AFFECTING IT BEFORE CITY COUNCIL

Referred to Committee For Recasting—Correspondence Read Respecting Point Ellice Bridge.

The by-law for the regulating of the sawing of wood on the streets within the city limits has passed its second reading before the city council, and has been referred to the board as a committee for reframing. In dealing with the matter in regular session last night several of the aldermen appeared very non-committal and desirous of shuting the responsibility of it on to the new council. Through Alderman Yates's persistence, however, the second reading was carried with the understanding that it be referred to the committee for revising, as stated.

The alderman said in introducing the by-law he desired to have something on the statute book that was workable. The present law regarding the sawing of wood on the streets was not. The new law had been framed in accordance with rulings of the police magistrate and with the views of the city solicitor. Some one had to shoulder the burden, and, though the matter of regulating the wood cutting within prescribed limits was a subject that might well be discussed on the second reading, he wanted to see the council take some definite action. Personally he was not wedded to the by-law as it stood.

Ald. Beckwith thought the prevention of the sawing of wood within the fire limits a move in the right direction, but Ald. Kinsman would not vote for the by-law as it now stood. He suggested that it be laid over for the next council to consider.

Ald. Williams saw another point about excluding the sawing machines from the streets. If the machines are dispensed with, it might mean the employment of more Chinese.

Ald. Cameron did not agree with the by-law as it stood, but voted for the resolution conditionally that it be reframed. There had been a wrong impression abroad as to the intentions of the board, for it was not proposed to prohibit the operation of the wood cutting machines except in the fire limits.

A vote being taken on the motion, His Worship cast his lot with the majority, Aldermen Kinsman and Williams alone opposing it.

In the course of routine the returning officer sent in his return of the vote cast during the day on the sewer by-law, acknowledging its defeat at the polls.

Hunter & Oliver wrote on behalf of Mr. Justice Walkem notifying the council that the Victoria Terminal Company was proceeding with its work of construction without due compensation being awarded to those whose interests were injured thereby. Referred to the city solicitor.

The secretary of the board of trade wanted to know if the obligation of the corporation towards the gold purchasing guarantee could be again placed on record. Received and filed, with a favorable recommendation to the incoming council.

The secretary of the department of public works wrote approving of the plans for the proposed Point Ellice bridge, the letter being supplementary to a telegram bearing on the subject, delayed in transmission.

Thos. C. Sorby, who has submitted plans for a stone structure at Point Ellice, wrote as follows:

Victoria, 28th December, 1901.

To His Worship the Mayor and Board of Aldermen of the City of Victoria:

Gentlemen:—On the 23rd inst., I had the honor of submitting to you a design for a stone bridge proposed to be erected across the Arm at Point Ellice. This design was based on the assurance that the proper department of the government of Canada had definitely approved a certain design for a steel bridge without the usual draw-span.

My suggestion was for a stone bridge providing equal or better facilities for navigation than that contemplated by the supposed to be approved steel structure.

From information I have received I am led to think there must be some misunderstanding, and that the matter has never been laid before the proper department, and that no such assent has been given to this deviation from the original demand—that all bridges over navigable waters shall be fitted with an approved draw-span.

By way of answering the question raised in the council, as to whether the government would consent to the proposed stone structure, I have forwarded a copy of my design to the Honorable the Minister of Marine and Fisheries, asking whether he would consent to such a stone bridge in place of that the government is alleged to have approved.

This seems a simple solution of the matter, and may lead to a definite confirmation of the alleged approval, and it is manifestly better to ascertain this for certain before leading the ratepayers to further disappointment, and I trust this will commend itself to the council.

I have the honor to be, gentlemen, your obedient servant,

THOS. C. SORBY.

Ald. Stewart was of the opinion that Mr. Sorby had gone too far in writing to Ottawa. Had he asked the city first it would have been all right.

His Worship said Mr. Sorby was opening up a question regarding the draw which the council had endeavored to avoid. There was a bridge at Point Ellice before the city was incorporated.

It was resolved that the letter be received and filed; that Mr. Sorby be informed that the department at Ottawa did approve of the proposed plans, and that the department be notified that Mr. Sorby's action had been taken without consultation with the council.

The Hamilton Bridge Works Company wrote suggesting that if tenders for the new bridge at Point Ellice be again invited that bids be asked on the substructure, superstructure and approaches, as this came under different lines of work. Referred to the committee in charge of bridge matters.

W. Ridgeway Wilson addressed a communication to the board complaining of the inconsistency of the record of his water metre. Referred to the water commissioner for report.

A. T. Goward, local manager of the B. C. Electric railway, inquired as to the limit the city engineer placed on the safety of the Point Ellice bridge, as it stands, without strengthening.

The letter prompted the question from Ald. Beckwith as to how far the city would be responsible if an accident occurred, consequent to the Tramway Company's use of the bridge.

In reply the Mayor said the city was responsible so far as the corporation's duties lay. The letter was referred to the city solicitor and city engineer for report.

Ald. Stewart then asked for the report of the city engineer as to the injury, if any, the express stand did the pavement on Yates street, but the report, through an oversight, was overlooked. At the request of several of the aldermen it will be brought in at the next meeting of the board.

The city engineer reported as follows:

Gentlemen:—I have the honor to submit the following report for your consideration:

Communication from Michael Lawless re drainage on Chambers street, between Alfred and Pandora streets. I would respectfully recommend the construction of a small box a distance of 250 feet. Estimated cost, $75.

Petition of J. B. Burgess and others re improvement of Chambers street, between Alfred and Pandora streets. I may say this matter was reported upon on August 21st, 1899, the estimated cost of which is over $1,000, the reason being that a large quantity of rock would have to be removed, hence the high estimate.

The city carpenter reports and recommends the construction of the first four mentioned plank walks, the last being, in his opinion, not needed at present: Stanley avenue, east side, between North Chatham and Pembroke, estimated cost $37; Cadboro Bay road, south side, from Oak Bay junction east, estimated cost $40; Fernwood road, east side, from Walnut street north, estimated cost $37; Belton avenue, south side, a distance of 600 feet, estimated cost $78; Cedar Hill road, east side, between Lansdowne road and Edmonton road, a distance of 2,536 feet, estimated cost $450.

C. H. TOPP.

The report was referred to the streets, bridges and sewers committee.

Accounts totalling $2,491.97 were passed. The finance committee also recommending the payment of $759.40 out of the new High school loan appropriation and $261 out of the James Bay reclamation fund.

Both recommendations were approved and the council adjourned.

NICHOL LIBEL CASE.

Defendant Seeks a Large Sum From Messrs. Turner and Pooley.

A writ has been issued in the Supreme court of British Columbia at the instance of Walter C. Nichol, of The Province newspaper, against Charles E. Pooley and John Herbert Turner, of Victoria, for the sum of $4,058.21.

The claim of the plaintiff is that this amount is due from Messrs. Pooley and Turner, under section 833 of the Criminal Code of Canada, for costs incurred by him in the libel suit which was prosecuted against him by the defendants in this latter action, and in which he, the plaintiff, was finally successful.

It will be remembered that this case was tried three times in Victoria. The juries disagreed twice, but a verdict for Mr. Nichol was given at the third trial. The learned judge, Mr. Justice Drake, refused, however, to award to the defendant, Mr. Nichol, the costs of the proceedings except those incurred at the last trial.

The section of the code under which the present action is taken reads thus:

"Costs in Cases of Libel.—In the case of an indictment or information by a private prosecutor for the publication of a defamatory libel, if judgment is given for the defendant, he shall be entitled to recover from the prosecutor the costs incurred by him by reason of such indictment or information, either by warrant of distress issued out of the said court, or by action or suit for an ordinary debt."

HANDS AND FEET SWOLLEN.

The Serious Condition of a Welland Woman Whom Dr. Pitcher's Backache Kidney Tablets Cured.

Mrs. Joseph Young, Division street, Welland, Ont., says: "I have suffered from backache and kidney trouble for four or five years. At times I could hardly shut my hands they were so swollen, and my feet the same. Going upstairs hurt my back so I thought I would die, and my breath grew awful short. I tried almost everything with no relief. Black specks floated all around and my eyes were very bad. The pain ran from the small of my back to the base of the brain. I could not sleep lying on my back. I went and got a bottle of Pitcher's Backache Kidney Tablets and they have been a great boon to me. They are just splendid. I can see to thread a needle and the pain in the head is about gone. All the old feeling of cracking and creaking in the base of the head is gone, and the back comfortable. The old spells that came on any time, night or day, are gone and I feel like living again. I can work now with comfort and go upstairs fast with no trouble. I am only too glad to recommend them to everyone. I used to be afraid to turn over at night and could not sleep, and now I am not afraid at all and can sleep well."

Dr. Pitcher's Backache Kidney Tablets are the newest and most effective remedy for backache, lame or weak back, Bright's disease, diabetes, dropsy, puffiness under the eyes, swelling of the feet and ankles, gravel, rheumatism, specks floating before the eyes, kidney weakness of children and old people and all urinary troubles. Price 50 cents a box at all druggists or by mail. The Dr. Zina Pitcher Co., Toronto, Ont.

COMMUNICATIONS.

WIRELESS TELEGRAPHY.

To the Editor:—I read with interest your editorial in last evening's issue on wireless telegraphy, inspired by the interruption to telegraphic communication between the Island and Mainland at present prevailing. You say Mr. Marconi expects to reduce the cost of cabling across the Atlantic to one cent per word, or 1-5th the present rate. The rate at present is 25 cents which would make the reduction to 1-25th. I think, however, this is a dream. So far as I can understand Mr. Marconi will only be able to work one circuit across, and it is utterly impossible for it to carry the volume of business which now passes between America and Europe. At present there are underneath the North Atlantic at least 14 cables, and as these are duplexed, by which a message can be sent from each end simultaneously, it doubles the capacity, making them equal to 28 circuits. I presume all these cables are kept fairly busy, so that it seems impracticable to think of Mr. Marconi's two operators being able to accomplish the work of the 56 employed by the cable companies. Mr. Marconi may be able to start business and do fairly well, but it will be many a day before he shuts the cable companies out of business.

To illustrate the magnitude of the cable business. In 1880 I was employed at the Nova Scotia end of the Direct U. S. Cable Co., having one cable to Ireland. We then thought nothing much of handling 1,200 messages for the day's work, and the rate was 50 cents per word or double what it is at present.

WM. CHRISTIE.

Victoria, B. C., December 31st, 1901.

THE TOURIST ASSOCIATION.

To the Editor:—Now that the hustle and bustle incident to the Christmas holidays is over, it is an opportune time for us to give just a little consideration to the advantages to be derived from a Tourist Association, whose objects shall be carried out in a practical and enthusiastic manner.

It is not a new thing. They have been running for years in the East, and with great success to the cities which promoted them. Several gentlemen who have had some experience in the past in trying to get the citizens together for the promotion of certain industries, which in their mind would greatly benefit our city, have told me "it is impossible to arouse the people of Victoria, even for the forming of a Tourist Association."

Now I differ with those gentlemen. After the experience of last season, I think the advantages to be derived from advertising Victoria's moderate climate and lovely surroundings are apparent to the whole of Victoria. When the Klondike excitement broke out Victoria was the first city to collect subscriptions for a fund for the purpose of advertising to the world her advantages as a starting and outfitting place for the Yukon.

Why did they do it? Because they were alive to the advantages to be gained. A great many criticized the advertising committee who disbursed the money collected, but notwithstanding they were new to the task, and their field was the whole world, I am glad to say that that advertising did a lot of good, and I positively feel that the increased trade our city got during the rush was due, in a great measure, to the strenuous efforts of the advertising committee.

Now I consider in Victoria's charming location, moderate climate, its lovely homes and beautiful drives and boating resorts, she has a far greater and more permanent asset than she ever had in the Klondike.

In the summer the people of Eastern Washington, Idaho, Oregon, and Montana must seek refuge on the coast from the intense heat. Last year we had a great number of visitors from those places who only heard of Victoria on account of the cheap rates which were in vogue between here and Seattle, and decided to run over and see our city.

Many of our citizens wondered why they did not stay longer. It was because they had rooms engaged in Seattle or Tacoma, where their baggage was, and in consequence were not prepared flowery as were a ruff to stay when they did not know of our attractions or they would have made Victoria their destination when leaving home and stayed much longer.

That's what we want. We want the tourists to leave home with the ticket in their pocket for our fair city. Now do not let people say Victorians cannot pull together when there is such an opportunity. Let us work as one and put our shoulder to the wheel and secure that trade which we are so admirably suited for and entitled to. To get this association properly started, and that we will get returns from its good work the first year, it is necessary to have about $1,000.

We are all better able to subscribe now than we were when the Klondike rush broke out: so when the collecting committee call upon you, help the cause with a large subscription. It will bear fruit, and come back tenfold.

STEPHEN JONES.

MR. BODWELL'S FARMS.

To the Editor:—I take issue with that calumniator of the province of British Columbia who wrote the leading article entitled "Mr. Bodwell's Farms," and I say that Mr. Bodwell's statement is both much more patriotic and truthful than the would-be sarcastic explanation of the Colonist. There are quite 62,500,000 acres of land in British Columbia under the 3,000 feet level that is good for farming purposes. Furthermore, there are the finest native grasses to be found in British Columbia that can be found between Cassiar and the Straits of Magellan. These same grasses are impervious to frost, and as good feed for cattle as a field of oats. Further, we all know that for five years in Manitoba there was almost a continual crop failure on account of frost; that the same was true at one time of the province of Ontario; that they got over it by cultivation of the soil and by perseverance, and that the same thing that took place in Ontario has already taken place in Manitoba and the western prairie country. I say, therefore, that to the best of my judgment the statement made by Mr. Bodwell is perfectly truthful, and I believe that I can make a more careful and more reliable estimate of the capabilities of the province than the writer of that calumnious article. The history of the whole North American continent goes to establish the fact that where railroads are built population of all kinds is sure to follow, and it is not a meritorious action to represent the resources of the province in a light less favorable than that which the province deserves.

H. P. BELL.

TRUTH ABOUT THE FRIARS.

Gen. Smith, Justice of the Philippine Supreme Court, Gives Incontrovertible Facts.

Gen. James F. Smith, justice of the Supreme court of the Philippine islands, has written for the Catholic Truth Society of San Francisco a valuable pamphlet, entitled "Catholic Missionaries in the Philippines." Few Americans have had such opportunities to study religious and social conditions in the Philippines as Gen. Smith. He left San Francisco in May, 1898, as colonel of the First California Volunteers. After a brilliant career in the army he was promoted to be brigadier-general and was soon afterwards selected to be governor of the Island of Negros. His administration on that island was most successful. He won the loyalty of the natives and their friendship, and peace reigned throughout the island. Finally, on the organization of the first Supreme court of the Philippines, he was selected to be one of its members—a position which he was eminently fitted to fill, as he had occupied a leading position at the bar of San Francisco before the outbreak of the Spanish-American war.

This man's opinion on the friar question is more deserving of respect than the statements made by prejudiced writers. He knows the conditions and his high position demands that he speak truthfully. The pamphlet is a complete vindication against all charges of avarice and ignorance leveled against the friars.

Here is what he says about the work of the friars:

"Her missionaries gathered the tribes into villages and towns, formed councils for their government (which, whatever might have been their deficiencies, had at least the merit of being actuated by some higher principle than mere brute force), cut down the primeval forest, uprooted the impenetrable jungle, and taught their charges to cultivate the soil and to make for themselves a permanent habitation and a home. Churches were built, Christian instruction imparted, and, when the desire to wander had given way to settled habits, schools were established and the simpler forms of education inculcated. The work of civilization was slow, necessarily so, but the progress was steady and healthy and all that could be expected until about the close of the eighteenth century. After that Spain began to experience the full effect of the reaction resulting from the stupendous national exceptions in the fifteenth and sixteenth centuries and failed, except in the larger towns and cities, to give the opportunities for the higher education which conditions justified and the thirst for further knowledge among the native peoples demanded. Universities, colleges and schools that would bear favorable comparison with other institutions of learning in the world had been established by the religious orders in Manila, Iloilo, Cebu and Zamboanga, but beyond those the facilities for acquiring the higher education were not many. Almost every town, it is true, had its government school, but its teachers, as a rule, were poorly paid by the government, and, not being highly instructed themselves, only the rudiments of education were imparted to them. In the large cities just mentioned, however, where education was not dependent on the munificence of the government, but on institutions in charge of the religious orders and endowed with means to support themselves, education made mighty strides. A visit to the institutions of learning, richly gifted with every means to furnish superior instruction, cannot fail to convince an impartial observer that the Catholic missionaries, far from being the foes of learning, spared no pains to impart it, and that the statement so often made that they sought to keep the natives in ignorance is the favored product of a prejudiced mind. The schools, colleges and universities of Manila and other cities have produced native doctors, lawyers, authors, chemists, pharmacists, engineers, painters, sculptors, etc., of splendid ability, and not even the jaundiced investigator can refuse to them the respect and consideration which learning, without regard to the color of its possessor, commands all the wide world over."

ANIMALS IN A STORM.

Did you ever watch the actions of cattle before a big storm? If so, you must have seen them grow more and more uneasy as the clouds gathered. You also saw them run up and down the field, as if seeking to escape some impending danger. Finally, when the storm breaks, they draw close together, and, with lowered heads, present a picture of despair.

Domestic animals, when it rains, will always keep indoors, or, failing that, they seek shelter by the barn, or under trees, or beneath the hedges and thickets; in short, in any convenient place where they may not be entirely exposed to the downpour.

It is the same with fowls; they dislike the rain, which soaks their feathers. They seek sheltered places, and creep under wagons, or behind boxes and boards. Chickens do not mind getting their feet wet, for they will scratch the ground soon after a shower, in search of worms and beetles.

Wild birds do their best to keep out of the rain. Some of them build a roof over their nests; others choose a home under the caves or under a projecting cliff, where they may be safe from the discomfort that the rain brings.

But most of them are without shelter provided in advance by their own forethought. They take refuge in any place that they happen to find at hand. If you watch them before the storm you will see them looking for such a place. If the storm comes suddenly the small and helpless ones seem bewildered, flying from tree to tree, and from limb to limb, quite unable to make up their minds exactly where to hide themselves.—Exchange.

At the foot of Mount Blanc, it is said, there stands the oldest chestnut tree in the world, with a circumference of 213 feet, and a known history of 2,000 years.

ANGLO-AMERICAN ALLIANCE.

Outline of What It Would Mean—Facts and Figures.

There are few people who have more than a faint conception of what the consummation of the proposed Anglo-American Alliance would really mean.

Popular comprehension never realizes that in addition to having the supremacy of the ocean and being the wealthiest people in the universe the new nation would for countless other reasons be the most flourishing and consequently the happiest people in existence.

The new nation would become absolute sovereigns of the world, with a military naval, commercial, financial, territorial and population supremacy, bringing the whole earth under its thumb.

In the first place, there would be 473,500,000 Anglo-Saxons, as against 217,218,000 Russians, French and Spanish. In the matter of national debts, each Anglo-Saxon would owe only £3, while every Russian would owe £6, and the unhappy subject of the Triple Alliance would have to disburse more than £10.

The Anglo-Saxons would head the list with a yearly income of £379,800,000, followed by allied Russia, France and Spain with £319,370,000 and by Russia alone with £133,103,800.

But besides the advantages already noticed the Anglo-Saxons have others which would go to make the new nation the most powerful and prosperous in the history of the world.

First of all, they are essentially successful in commerce; their export trade makes that of their competitors look small and feeble; and the facilities they possess for internal communication—that is, railways—and for external communication—that is, their merchant navy—go to put the trade of the two countries generally into a flourishing condition.

Compare the exports of the allied Anglo-Saxons with Russia. We see that the Russian trade is only about one-fourteenth that of the Anglo-Saxons, which amounts in a year to £825,251,000.

The trade of the new Triple Alliance is only just over a quarter of this—£239,920,000.

The Anglo-Saxons' superiority in railways is strikingly demonstrated by the lengths of three trains; the longest train, which represents their railways, measures 267,150 miles; the Russian train measures 80,555 miles, and the last one, representing the combined railways in Russia, France and Spain, 167,260 miles.

In their navy of merchant vessels, also, the Anglo-Saxons, with a total tonnage of 19,236,000 tons, stand far ahead of all their rivals—Russia having a tonnage of only 967,000 and the Triple Alliance one of 3,937,000.

The last comparison we shall make is, perhaps, the most important of all.

It is between the military forces—on land and sea—of the Anglo-Saxons, those of Russia, France and Spain together, the assumption being that this is the greatest possible combination that could be formed against the Anglo-Saxon Empire to send letter over.

Comparing first the land forces of the three Empires, the figures given are to be taken as the utmost that each could raise in case of extreme need—the Anglo-Saxons, in spite of the fact that their standing army, compared with the armaments of some of her rivals is not large, could put in the field 67,714,000 men; the Russians 19,428,000, and France and Spain just over 12,000,000 between them, bringing the total for the Allied Empire to 31,516,000 men.

No comparison that could be made of the number of men in the navies of the three Empires or of the number of warships belonging to each, would do justice to all the three Empires.

As far as the actual numbers of men are concerned, the advantage is on the side of the Anglo-Saxons; but, on the other hand, the number of ships in the navy of the Anglo-Saxon Empire would be less than the number in the Russian-French-Spanish Empire.

It must, however, be remembered that the quality of the ships in the navy of the Russian-French-Spanish Empire is inferior to that of the ships of the Anglo-Saxon army.

The method which has been here employed to illustrate the respective importance of the navies of the three empires has at least this recommendation that it affords justice to both sides.

It rests on the difference in the number of guns carried by the navies of the three empires, and may be considered as a very fair criterion of the respective powers.

The Anglo-Saxon battery contains 13,319 guns; and considering that these are better manned than those of Russia, France and Spain, they would probably have little trouble in overcoming such opposition as might be offered them.

This is the more certain in that the guns of Russia only number 5,013; and those of Russia, France and Spain together, only 10,993. With this striking preponderance in our favor, we should certainly have little need for anxiety on the score of invasion or expulsion by force of arms.

With these figures before us, there is little reason to doubt that the consummation of an alliance between the United States and Great Britain would bring into being a power greater than any that the world has seen in modern or in ancient times.

Against any single rival a contest waged by the new empire, whether in the arts of peace or in the grimmer business of war, could have but one result—crushing defeat for their enemy.

The reason for this is not far to seek. The Latin races have had their day, and their last pretensions to the sovereign power of the world, or even of Europe, flickered out when, at the beginning of the last century, the Saxons triumphed over them on the field of Waterloo.—Pearson's Magazine.

Explorers have approached within 238 miles of the North Pole, but the nearest approach to the South Pole has been 772 miles.

CASTORIA

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