

to the last step cannot be cited in recent annals except perhaps the first part of Moltke's campaign against the French. The achievement was a great one, but its political consequences are likely to be greater. The only justification of war is that it sometimes opens the way for a more certain advance of civilization. That has been done by Kitchener Pasha. The tenacious clutch of the self styled khalifa and his dervish hordes on the upper Sudan has been for many years the impassable barrier, across whose zone there was no passage north or south.

Now the march of progress is opened to the great African lakes, and the dream of that empire builder, Cecil Rhodes, has become practicable. The newly cemented friendship between Germany and England makes the advent of railway and telegraph across the eastern middle belt an assured thing, and the opposition by the Portuguese in the Zambezi region can be brushed away without trouble. The connection between South Africa and Egypt by steam and electricity has made a giant stride in the success of Kitchener Pasha, and the next score of years will probably see through travel between Cape Town and Alexandria. Political obstacles removed, the physical obstructions to be overcome are not to be compared with those conquered by the engineers of the Siberian railroad. The dramatic feature of the great victory at Omdurman flows out of its association with the lamented Gordon, who fell pierced in Khartum by a dozen lances 14 years ago this month. Its true significance is that it has demolished the last absolute barrier in the march of civilization on the dark continent.

Nurses at the sick beds of dying soldiers relate the same story full of the deepest pathos of human nature. In their dying delirium it is not the sweetheart whose name is called, but "mother, mother, mother."

To enjoy reading is a perpetual insurance against being bored. This is because we have such a wide variety of friends to choose from. One can always drop an intellectual acquaintance without giving offense.

In spite of the dominance of steam as the motive power of ships, the sailing vessel is still an important factor in commerce. This has come about through the value of labor saving inventions which enable one man to do the effective work of two. Some of the crews in these big ships, which reach occasionally 4,000 tons burden, are not numerous enough to form more than two watches, yet they are not as helpless in nasty weather as the bigger crews of an early period. They are fitted with a great multiplicity of skillful devices, the more important among them being automatic methods of furl-

ing and unfurling sails, reefing, hoisting the anchor, steering, handling the canvas and sheet ropes in all exigencies likely to befall, and loading and unloading cargoes. For the most part built of steel and of great beauty of model, many of these ocean carriers look like exaggerated yachts. They sail with extraordinary speed and offer even more comfort to the crews than the steamships. The largest will spread 10,000 yards of canvas to a fair breeze. The day of the sailing ship is not yet numbered.

It is said that some of the New York merchants who promised clerks who enlisted their positions when the war should be over now retract their pledges. The ground taken is that they meant the time to mean the actual fighting, not the detention in northern camps waiting for discharge. Do these patriotic traffickers of their own honor expect their old clerks to desert?

The National Irrigation congress, which recently met at Cheyenne, discussed many important problems involved in the subject matter of its purpose with its usual zeal and knowledge. The facts that the region needing irrigation makes a body of land roughly aggregating 1,800,000 square miles; that this land, which can be made immensely fertile by water, mostly belongs to government, and that most of the naturally desirable farming land is already taken up lifts this public question to immense importance. How the irrigation problem can be successfully solved, however, is a baffling crux, just as it is in the Mississippi river question. There are immense difficulties in the way. If it were possible to use the surplus volume of the Mississippi flood to irrigate the western deserts, it would happily kill two birds with one stone. Louisiana and Arizona would congratulate each other with true southwestern fervor.

The merest trifle sometimes is the secret of great results or of the absence of them. Pascal wisely said that if Cleopatra's nose had been shorter the face of the whole world would have been changed.

Three men have been mistaken for deer and shot in the Adirondacks this year. But then the deer season has barely opened. It will show a better bag by the end of October.

There was a certain republican simplicity amid all the splendor of Queen Wilhemina's coronation which gave its pomp an added dignity. Salt as well as sugar went to the making of the ceremonial.

Habitual gravity of demeanor is a stratagem to conceal poverty of mind. The most highly gifted natures are streaked with gayety as quartz with gold.

TIMELY ANNIVERSARIES.

Some Current Selections From History's Broad Page.

September 15.

- 1500—Philip of Austria, father of Charles V, died.
- 1776—New York city captured by the British. At the beginning of the war the British held the harbor, and in August, 1775, the forts at the lower end of the city were evacuated. The disastrous battle of Long Island lost the city to the patriots.
- 1789—James Fenimore Cooper born at Burlington, N. J.; died 1851.
- 1830—Opening of the Liverpool and Manchester railway, the first in England. Porfirio Diaz, Mexican soldier, statesman and president, born in Oaxaca.
- 1862—Surrender of Harper's Ferry and death of the commander, Colonel Dixon H. Miles; the most important Union surrender of the war.

September 16.

- 1736—Gabriel Daniel Fahrenheit, noted for thermometers, died in Amsterdam; born 1686.
- 1812—Moscow set on fire by the Russian governor; over 30,000 buildings destroyed; loss, \$150,000,000. The fire lasted many days. Napoleon's soldiers vainly attempted to suppress the flames. The French began to leave Oct. 19, on that march which destroyed them faster than great battles. This disaster is considered the beginning of the end for Napoleon. His army never recovered from it.
- 1864—Captain John Hanning Speke, the famous African explorer, accidentally killed by the discharge of his fowling piece while hunting at Neston park, England.
- 1890—The palace of the Alhambra, in Granada, Spain, damaged by fire to the extent of \$250,000.
- 1893—6,000,000 acres opened to settlers in the Cherokee strip.

September 17.

- 1575—Henry Bullinger, Swiss reformer, died at Zurich.
- 1743—Jean Antoine, marquis de Condorcet, mathematician and friend of Benjamin Franklin, was born in Picardy; died by poison, self administered, while imprisoned by Robespierre, 1794.
- 1783—Samuel Prout, famous LANDOR painter in water colors, died in London.
- 1862—Battle of Antietam, the bloodiest single day's battle ever fought on American soil. As a result the Confederates abandoned the invasion of the north and retired to Virginia, and out of gratitude for the victory Lincoln made his proclamation of emancipation. The struggle was between the Army of Northern Virginia, under Lee, and the Army of the Potomac, under McClellan.
- 1864—Walter Savage Landor, scholar and poet, died at Florence; born 1775.
- 1871—Mont Cenis tunnel opened.
- 1894—Remarkable naval battle in the Yalu river between Chinese and Japanese. The Japanese forced the fighting. Their fleet numbered more ships than that of the Chinese, and they were swifter and carried more rapid fire guns. The Chinese had heavier battleships than their enemy and heavier guns. The contest finally narrowed down to a desperate struggle between two Chinese battleships and five Japanese vessels. It ended in a draw, although the Chinese retreated.



September 18.

- 1492—Columbus, 400 leagues west of the Canaries and moving rapidly before a strong breeze, noted the great purity of the air.
- 1567—Founding of St. Augustine, Fla., the oldest town in the United States.
- 1772—The first partition of Poland, Russia taking 4,157 square miles, Austria 1,300 and Prussia 1,000; in 1793-5 they took the rest.
- 1793—George Washington laid the cornerstone of the original capitol at Washington; completed 1804.
- 1873—Financial crash in New York; beginning of great panic and five years of "hard times."