

fest in all his decisions that he is a reactionary of the most pronounced type, that he has no sympathy with public rights as opposed to the privileges of wealthy combinations and that his decisions would necessarily be against the public interest. It is charged that prior to the passage of the railroad rate law Judge Lurton was one of the few federal judges who traveled exclusively in private cars furnished by the railroads whose cases came before him in court. It is charged by those who know him personally that he prides himself upon his aristocracy and believes in a privileged class. * * * Judge Lurton was charged with being a railroad judge by Senator Tillman in the fight over the rate bill. The Memphis News-Scimitar, published in Judge Lurton's own state, on October 26 printed an editorial article in which it said, 'He is a man of ability and forcefulness and the graduate of a shrewd school in politics. During his career as a judge he has been much criticised for his leanings toward corporations litigant before him. It has been urged against him that during his judgeship he has been the notable recipient of distinguished favors from corporations. He has, for instance been wont to travel during his vacations upon the private cars of various railroads of the country, with all available courtesies and privileges extended with lavish hand to himself and party.' Numerous of Judge Lurton's decisions have been cited, since his name was mentioned for the supreme bench, going to prove his corporation bias and his lack of sympathy with the toiling millions. It is to be regretted, in the face of these allegations, that President Taft could not have found, for this supremely important post, a man whose fitness was above question."

GILSON GARDNER, the newspaper correspondent, journeyed to Nashville to learn something of the new justice of the United States supreme court and this is the story Mr. Gardner sent to his newspaper: "I came here to see what kind of a reputation his neighbors give to Judge Horace H. Lurton, who has been picked by President Taft to succeed Justice Peckham on the United States supreme court. 'The railroads and the corporations of Tennessee will be entirely satisfied with Judge Lurton's appointment,' said the first man I asked. I asked what evidence there was. 'The familiar designation, Private Car Lurton,' the lawyer answered. 'I suppose you've heard about Judge Lurton's habitual use of private cars furnished by the railroads.' Sure enough, everywhere I went I found tales of Lurton's private cars. Once he took a party of young friends, men and women, through the west, including a visit to the Yellowstone. At one time, I am informed, there was a receivership which brought the management of a railway into Judge Lurton's court, and the judge simply indicated to the receiver his desire to have a private car. The receiver naturally obeyed. I was talking to a grizzled corporation lawyer who was most friendly to the judge. 'I don't think that story should be brought up at this time,' said the lawyer. 'Judge Lurton has reformed and seen the error of his ways. Why not forget the past?' He went on to say that this private car affair had already lost the judge a promotion to the supreme court. President Taft and Judge Lurton were on the bench together. At one time the court was made up of Taft, Lurton and Day, the latter being Mr. Justice Day of the United States supreme court. A leading member of the Nashville bar, and himself a corporation lawyer, is John J. Vertrees. What he had to say of Judge Lurton takes on added significance from the fact that he is personally and professionally the judge's friend. 'In these days,' said Mr. Vertrees, 'judges and lawyers are apt to be classified under two heads; those who place the emphasis on property rights and those who place the emphasis on personal rights. To the former class belongs Judge Lurton.' Judge Lurton's pro-railroad and pro-corporation record covers a period of about thirty years. It began when the firm was Lurton & Smith, and he was local attorney for the L. & N. It is made up on many learned decisions, well written and fully buttressed by hoary precedent, and all tending to the weakening of personal and the strengthening of property rights. They have contributed to the defeat of personal injury claims against railroads and to the breaking down of federal and state regulation of corporations. Judge Lurton, as a member of the United States circuit court of appeals, found technical grounds for declaring the employers' liability act unconstitutional. In the application of J. K. Keen for an injunction against voting certain railway

stocks, Judge Lurton found the Sherman anti-trust law not to be binding upon him or his railroads, much to the satisfaction of E. H. Harriman. As far back as the early '70s Judge Lurton was known as a partisan of the corporations as against the people, defending the claims of turnpike and early railway companies to the subsidies voted them by the state before the war."

KING LEOPOLD of Belgium is dead. He was an able man, but not at all beloved by his people. A Brussels cablegram says: "Leopold II, king of the Belgians, son of the late King Leopold I, upon whose death, which occurred December 10, 1865, he succeeded to the throne, was born at Brussels April 9, 1837. His father was the former prince of Saxe-Coburg-Gotha, and his mother, Princess Louise, daughter of King Louis Phillips, of France. On August 22, 1853, he married the archduchess Marie Henrietta, daughter of Archduke Joseph of Austria. She died September 19, 1902. There were three daughters born of this union, Louise, Stephanie and Clementine. The two elder princesses have been estranged from their father, but Clementine remained in his affections. There being no direct hereditary heir, the crown passes to Prince Albert, the only son of Leopold's brother, the late Philippe, count of Flanders. The new monarch was born April 8, 1875, and on October 2, 1900, married Princess Elizabeth of Bavaria. They have three children, Prince Leopold, eight years old, Prince Charles, six years old, and Princess Marie-Jose, who was born August 8, 1906."

THE NEW KING of Belgium is Prince Albert, Leopold's nephew. A Brussels cablegram says: "Prince Albert is one of the most popular members of the reigning house of Belgium. His wife is equally popular, their home life being such as to attract the admiration and love of the people. Prince Albert has traveled extensively, and is a man of affairs. In appearance, he is strikingly like the late king, but their dispositions and temperaments have always been in marked contrast. Prince Albert has been a great student of politics, and economics, and has frequently lectured on these subjects in public. To broaden his grasp of the affairs of the world, he visited the United States and other countries, always studying and always adding to his store of knowledge and philosophy. There is another side to the new king, which applies to popular fancy. He dearly loves clean and healthy sports. He is an accomplished horseman, enjoys motoring and has taken a flight or two in a dirigible balloon. In his intercourse with others he is most gracious. His frank, good-natured face bespeaks intelligence and invites confidence. Democratic in his tastes and manners he is, nevertheless, a man of firm decision and kindly dignity. While always conspicuous before the public on account of the nature of his private life, particularly in recent years, King Leopold has latterly had much of the world against him on account of his attitude towards the Congo independent state. His great interest lay in the development of that country, for he was practically the founder of it, and was its ruling sovereign. The Congo Free State, in western Africa, was recognized and defined by the conference of European powers at Berlin in 1885. It was the successor of the international African association established by Leopold, and organized by Stanley. In that year Leopold was constituted as sovereign. By will dated August 2, 1889, Leopold bequeathed to Belgium the right to annex the Congo state after a period of ten years. The conduct of the governor of that state resulted in a fierce dispute of world-wide dimensions, and a demand that a concert of European powers interpose in the alleged interest of humanity. On November 15, 1908, Belgium formally assumed control of the state and since then efforts at reform have been inaugurated, but not carried out in an entirely satisfactory manner. Criticisms against King Leopold in this connection are said to have shattered the buoyant spirits of the sovereign."

RED CLOUD, the famous Indian chief who died recently at Pine Ridge Agency, was one of the most noted of the Sioux warriors. A Chadron, Neb., dispatch carried by the Associated Press says: "Red Cloud's last hostility was during the uprising of 1890 at the Wounded Knee battle. He has made annual trips until last year to the ranch of his friend, Captain Cook, in Wyoming, but last year found him too feeble for this trip. His son, Jack Red Cloud, has cared for him in his declining years, which

have been spent in comparative civilization. Formerly this chief drove terror to the hearts of the frontiersmen, but of late he has been instrumental in keeping his brothers quiet, and aiding the government in looking after the welfare of its wards. Red Cloud negotiated the treaty with the government for the Black Hills territory and was in command of the Indian forces at the Fort Fetterman massacre. Red Cloud boasted that he had always kept the treaty of peace which he signed after the war with the whites over the opening of the Bozeman trail in 1869. For the last six or seven years the old chief has been blind and deaf."

S. S. PETERS, a well-known Omaha newspaper man, served as a regular soldier in the west during the days when Red Cloud and his fellow chiefs were giving the government so much trouble. He knew Red Cloud and had this to say of his record: "Chief Red Cloud first became known as an important personage in Indian affairs in the summer of 1865, at which time he became substitute chief of the Brule-Sioux tribe. His tribal territory extended from the North Platte river to the Big Horn mountains and west to the Black Hills. He was known as a hostile, and caused continuous trouble by his forays against small military posts, stealing government live stock and attacking immigrant trains. He was the com-patriot of such chiefs as Spotted Tail, Standing Elk, American Horse, Man Afraid of His Horses and Big Ribs. Early in 1866 Red Cloud deposed Big Ribs, his head chief, on account of age and extended his own domain over the Ogallala Sioux, and represented practically all divisions of the Sioux tribe in the treaty meeting held at Fort Laramie. The question at issue at this convention was the building of the Union Pacific railroad through the Sioux territory. Red Cloud's followers of 5,000 hostile Indians accompanied him to Laramie. It was agreed that the railroad should pass up the Platte Valley, but Red Cloud and his braves opposed the opening of the 'Bozeman trail,' extending northwest from Laramie, which was the ideal hunting grounds of the Sioux. While the treaty meeting was in session two regiments of regulars arrived and without awaiting the result of the meeting, occupied the Bozeman trail. In defiance of Red Cloud's remonstrance the expedition marched through the Sioux country. Red Cloud rose from the convention and, declaring the whites had betrayed him, said: 'You may take my country, but I will mark every mile of your road from North Platte to the Yellowstone with the dead bodies of your soldiers.' When the wily chief and his followers left Laramie they took the precaution to drive off several hundred cattle, horses and mules belonging to the government. He then organized the Sioux forces over a wide territory and began a war which had its climax in August, 1867, when, with his braves, he was given a crushing blow by the Eighteenth infantry. His followers lost confidence in their leader and Red Cloud was cornered in 1869. He was placed on the Pine Ridge reservation, where he has remained ever since. Red Cloud was the last of the great Indian chieftains. He belonged to a class of aborigines which was never civilized. He fought his battles for principles which he believed to be righteous and always maintained that his people had been greatly wronged."

A LONDON cablegram carried by the United Press says: "In confirmation of recent United Press dispatches that the pope is seeking to establish diplomatic relations between the vatican and the United States government, the London Globe's correspondent says: 'I am able to state that the pope is exerting himself personally with a view to the institution of diplomatic relations between the United States and the vatican. He recently took his step, addressing an autograph letter, very courteous in its nature, to President Taft on the subject. The dispatches referred to stated the pope had, besides other steps, commissioned Cardinal Van-nutelli to ask United States Ambassador Leshmann to inform the United States government that the pope was anxious for the establishment of a United States legation at the vatican. The pope also requested Falconio, the apostolic delegate to the United States, to lay the matter before Cardinal Gibbons, with the request that he interest Archbishops Farley of New York, Connell of Boston, Glennon of St. Louis and Ireland of St. Paul, on the subject. The intimation was that if the movement succeeded, the chances of the archbishops to be raised to the cardinalate would be enhanced.'"