THE MOST POWERFUL TRUST.

There is slowly being worked out by the master minds of Wall street the Grand Central depot in that city.

STANDARD OIL INTERFERES.

The Standard oil crowd at once, through the powerful National City bank, began to call off the financiers, who had been offering their assistance to Mr. Stillweil, while George Gould, who had also been looking for an outlet to the lakes for his Missouri Pacific.

cier.

The new organization is to be nothing less than "the railroad trust," under whose protection all the railroad systems of the country are about to array themselves. The main object of the trust is to maintain rates and to eliminate expensive competition as much as possible by the division of territory.

men who are working out this Man, evidences of which are becoming manifest every day in the changes which are taking place in the officials of the various systems, are J. Pier-pont Morgan, William K. Vanderbilt, William Rockefeller, E. H. Harriman, George Gould, James J. Hill and A. J. Cassatt.

The purposes of this organization are thus summarized:

IN BRIEF, THE COMBINATION WILL UNDERTAKE AT ONCE THE RE-ESTABLISHING OF RATES AND THEIR MAINTENANCE ON A PER-MANENT BASIS.
IT WILL BEGIN AT ONCE TO CUT

DOWN THE EXPENSIVE PASSEN-GER AND ADVERTISING DEPART-MENTS OF THE RAILROAD. AD-VERTISEMENTS WILL BE WITH-DRAWN FROM ALL THE SMALL COUNTRY NEWSPAPERS WHICH RECEIVE TRANSPORTATION IN EXCHANGE FOR ADVERTISING AND SELL IT, THUS DISTURBING

IT WILL ABOLISH THE SO-CALL D'FAST FREIGHT' LINES, WHICH ARE EXPENSIVE AND UNREMUN-

PRATIVE PARASITES.

IT WILL DO AWAY WITH THE
PELLING AGENCIES AND THE VA-RIOUS SUBSIDIARY COMPANIES OWNED AND OPERATED BY OFFI-CIALS OF THE PARENT COMPA-

IT WILL ABOLISH THE TRAVEL ING FREIGHT AGENT AS FAR AS POSSIBLE, AS HE ISLINIVERSALLY VOTED "THE ROOT OF ALL EVIL."
IT WILL RESIST THE DEMANDS
OF ALL BIG CORPORATIONS FOR TES, EXCEPING ALWAYS STANDARD OIL COMPANY. AND IT WILL FOLLOWING THE LEAD OF THE BALTIMORE & OHIO RAILROAD, CO-OPERATE WITH THE INTERSTATE COMMERCE COMMISSION IN THE MAINTEN-ANCE OF LAW AND RATES.
IT WILL ESTABLISH BOTH THE

NTHRACITE AND BITUMINOUS DOAL TRADES ON A PERMANENT-PROFITABLE BASIS. TO WILL ABOLISH DIFFERENTIALS AT THE ATLANTIC SEA-PORTS AND ESTABLISH A GRAIN PARIFF FROM THE WEST TO THE MADOARD BASED ON THE PRE-VAILING MARKET PRICE OF THE CEREAL ON THE CHICAGO BOARD

IT WILL TAKE UP AND PROVIDE FOR A SETTLEMENT OF THE LA-BOR QUESTION AS FAR AS POSSI-

Like many great enterprises this stupendous undertaking had a very maal beginning. Indeed, it might be

BECOME DEMORALIZED RATES When the United States supreme court declared the Joint Trainc asso-mation to be illegal, railroad rates, which had been fairly well main-tained under its constant super-vision, fell into a state of complete assoralization. The railroads had hoped that the pooling bill, which had long been before congress, might pass and give them the relief they sought. Congress, however, failed to pass the

of it became plain that the rura bers of congress were so fixed in opposition to the measure that it is never become a law. With no if opposition to the measure that it is a newer become a law. With no sedy in sight the railroads were castabout them almost hopeless, when incident happened which changed whole course of their plans.

BEGAN WITH CHICAGO AND ALTON.

re had been for several years ag in the board of directors of the go and Alton much dissatisfaction the old-fashioned methods of less Blackstone. He had failed to the contributory territory

at sustenance.

In the leaders of the opposition sident Blackstone was John J. It president of the Illinois Trust wings bank, who held options on sally enough of the stock to carry strpl of the road.

Il, president or the property of the property

STANDARD OIL INTERFERS.

The Standard oil crowd at once, through the powerful National City bank, began to call off the financiers, who had been offering their assistance to Mr. Stillwell, while George Gould, who had also been looking for an outlet to the lakes for his Missouri Pacific, also began to use his influence to defeat the Stillwell purchase. The influence will be second only in this country to that of the United States government, and its influence will extend to every state.

SCOPE PRACTICALLY LIMITLESS. It will indeed, at this time, be impossible to set the limitations of this coalition to which the tendency of the times has at last brought the railroads of the century under the direction of J. Pierpont Morgan, its master financier.

The new organization is to be nothing less than "the railroad trust," under whose protection all the railroad systems of the country are about to array themselves. The main object of the carring-house for all the systems of the road could be used as a clearing-house for all the systems in clearing-house for all the systems in the scene for all the systems of the country are about to array themselves. The main object of the carring-house for all the systems in the carriage for all the systems of the country are about to array themselves. The main object of the carring-house for all the systems of the carring-house for all the s zed and that the road could be used as a clearing-house for all the systems which were about to go to war for its

which were about to go to war for its possession.

He proposed that they form a syndicate and unite for its purchase. It would give Missouri, Kansas & Texas and Missouri Pacific their Chicago terminals; it would give Union Pacific and Illinois Central especial advantage by infording the one a shorter line into St. Louis and the Union Pacific a Southern Illinois connection from Omaha.

SO THE SYNDICATE PEGAN

SO THE SYNDICATE BEGAN. So it was that the syndicate was orcanized among the following interests lilinois Central and Union Pacific, rep-Illinois Central and Union Pacific, represented by E. H. Harriman and Kuhn, Loeb & Co.; Missouri, Kansas & Texas, represented by William Rockefeller and Missouri Pacific, represented by George Gould. William K. Vanderbilt and J. P. Morgan were, of course, represented in the pool through Mr. Harriman.

Thus brought together, these giant in-terests which had for years been tight ing each other saw great possibilities in this plan of harmony. The mind of Morgan took up the work of Harriman, which had its limitations.

It saw greater earnings and greater conomies in the wedding of the great economies in the wedding of the great systems in one combination, not corpo-rate, but actual. It was from the first resolved to retain in every case the cor-porate individuality of the various roads. This was in obedience to the laws of many states prohibiting the combin-ation of competing lines.

There was policy in it, too, for these gentlemen have already read the warn-ing in the sky against the trusts.

Ing in the sky against the trusts.

The first step of the great syndicate was to exercise the options which the Missouri, Kansas & Texas railroad had on the St. Louis & Northern and the Chicago Terminal Transfer company. Both of these deals have now been successfully put through, and Alton will sell or abandon its old union depot entrance and pay its pro rata of the Chicago Terminal expense. It will thus save the \$2,000,000 it would otherwise have to spend to elevate its tracks. thus save the \$2,000,000 it would otherwise have to spend to clevate its tracks.

In the mean time the harmonizers have been persistently at work. Their first task was to settle the differences between J. J. Hill and J. P. Morgan in Northern Pacific. This was no easy matter, as both were strong and unmatter, as both were strong and unmatter. Northern Pacific. This was no easy matter, as both were strong and un-yielding and believed themselves thoroughly right.

At last, however, the pacifiers have succeeded. William K. Vanderbilt's influence has, it is believed, triumphed. The election of John S. Kennedy, the largest stockholder in the Great North-

in the meantime, it is said that William K. Vanderbilt has become personally friendly with J. Pierpont Morgan,
whose brusque ways were never agreeable to him.

HARMONIZED THE COAL ROADS. Mr. Morgan has busied himself with harmonizing the coal trade with the as-sistance of the Vanderbilts. He was responsible for the changes in Delaware, of the Southern railway with the Louis-Lackawanna & Western, which have ville & Nashville system and the tak-finally brought that recalcitrant inter-est under the domination of the coal

trust, and it is believed that he has succeeded in bringing the Delaware a Hudson under the Vanderbilt control

at last.

The first evidence of the success of "harmonising" the coalers has been the advance of 25 cents a ton on the price of anthracite coal, which will add to the revenues of the coal group of stocks no less than \$10,000,000, while another advance of 25 cents a ton in October next will add \$1,000,000 more to the revenues, thus enriching their earnings by \$20,000,000 in a single year. Another evidence of the new combination has been the adjustment of the differences between the Pennsylvania railroad and the New York Central over the Besch Creek line, which amounts to a compact that

Central over the Besch Creek line, which amounts to a compact that neither road will hereafter invade the territory of the other by the construction of tributary lines.

The latest evidence of the combination has been the adoption of the Stickney plan for a great freight clearing house in Chicago, where all the freight between the east and west will be cleared and distributed at a saving of many million dollars a year.

year.
THE TRANSCONTINENTAL PLAN.

THE TRANSCONTINENTAL PLAN. Back of all this is the persistent plan of the Vanderbilts to develop a great transcontinental line, to which all of its eastern and middle west subsidiary roads will act as feeders.

The first step in this direction was the absorption of the Lake Shore by the New York Central. The lease of the Boston & Albany railroad has afforded the New England terminus. The acquirement of Union Pacific will be followed by the absorption of the the acquirement of Union Facinc will be followed by the absorption of the Oregon Railway & Navigation Company, which is to be the outlet to the western coast. A very significant step to this end was taken Friday at a meeting of the directors of that system.

At that meeting it was decided to dis-solve the voting trust under which directors are now elected and which has been in force since the reorganization of the company. The effect of this is to place the stockholders in control. By the dissolution of the voting trust agreement the preferred stockholders will cease to elect two-thirds of the board, as they do at present, and con-trol will be practically vested in the common stock, the majority of which is owned by the Oregon Short Line which in turn is owned by Union Pa-

The importance of this step is obvious. Its effect is to place the Union Pa-Navigation company and to insure the election of a board of directors at the next annual meeting which shall be in entire harmony with Union Pacific. At present there are several representatives of Northern Pacific on the Ore-gon Navigation board, as also repre-sentatives of Great Northern. Up to-the present time the Ore.jon Naviga-tion company, through the voting trust, has been run more or less in the in-terest of Great Northern, Northern Pa-cific and Union Pacific jointly. It is cific and Union Pacific jointly. It is fair to assume that henceforward the company will be owned and managed mainly in the interest of itself and of Union Pacific, and only in the interest of the other companies in so far as their interests are harmonious with those of Oregon Navigation and Union Pacific. This action was undoubtedly brought about through the influence of E. H. Harryiman acting in the interest of the Harrriman acting in the interest of the Vanderbilt-Morgan party.

Rumors are current and are credited that the Gould interests in the south-west are to be consolidated, and even Wabash is talked of as again likely to iargest stockholder in the Great Northern railway, to a position as director in Northern Pacific has finally healed the breach.

Line election of John S. Kennedy, the become a part of the Missouri Pacific system. This system in the '80s included Wabash, Texas Pacific and Missouri, Kansas & Texas, but Jay Gould dropped the breach.

which control the road.

The solidification and control of the coal properties has already been explained, but Mr. Morgan's plan goes further. It proposes the consolidation of the Southern railway with the Louis-

RAILROADS TO BE INCLUDED IN THE HUGE TRUST.

and the second of the second			Gross	No.
Vanderbilt Group— Capital.	Bonds.	Mileage.	Earnings.	Earnings.
New York Central \$100,000,000	8 70,377,333	2,394.84	\$41,886,042	\$12,237,896
Omaha 24,050,126	24,811,127	1.492.23	8,652,793	2,915,346
Boston & Albany 25,000,000	7,485,000	282 68	7.022,048	2.456,549
	48.247.500	1.403.91	20,297,722	6.758.231
	19.026,000	1.657.59	13,697,239	3,477,729
		1,072.21	Margad	N. Y. C.
West Shore 10,000,000	50,000,000		30,977,243	11,038,422
Northwestren 63,784,321	131,387,500	5,030.78		1.421.414
Chesapeake & Ohio 65,549,400	65,646,679	1,275.09	10,708,183	
Rig Four	56,183,880	1,838.11	12,117,111	3,251,446
Union Pacific	95,000,000	2,851.97	16,444,592	5,602,513
Nickel Plate 16,000,000	19, 425, 000	522.52	5,815,217	998,805
Delaware & Hudson 25,000,000	5.000,000	790.93	7,067,580	1,236,674
Lackswanps 26,200,000	3,067,000	900.95	43,975,398	7,216,539
Cassait Group-	the state of the state of	000000000000000000000000000000000000000	Control of the Control	***************************************
Cassayt Oroup—	87.943.910	**2.787.00	64,223,118	20.545.498
Pennsylvania 129,308,700	47.234.000	1.161.01	15,144,486	4,860,560
Panhandle 67,774,101	41,400,000	******		The state of the s
Morgan Group-			23,740,960	0 000 000
Erie 171,686,300	137,044,100	2,871.00	44,000,000	8,902,833 9,480,786
Reading 100,000,000	135,000,000	2,159.00		7,000,150
Rairimore & Ohio 145,440,540	141,000,000	2,047.00	18,152,223	4,304,613 5,846,344
Southern Railway 174,280,500	80,688,500	4,306.78	19,079,500	5,595,344
Louisville & Nashville 55,000,000	23,520,660	2,980.98	20,372,307	6,531,360
Will Group.			200000000000000000000000000000000000000	10-11-22-22-2
Marthan Bacille 155,000,000	156, 382, 500	4,543.63	14,941,818	5,264,966
Northern Facific 155.000,000 Great Northern 75,000,000	97,668,454	2,806.14	14,994,541	£,220,661
Jersey Contral 22,407,600	66,679,000	681.50	18,213,773	6,748,340
Harriman-Rockefeller Group-	N-as-Artis-Artist	The second	The same of the sa	000000000000000000000000000000000000000
Chicago & Alton 22,220,638	8,928,650	543.52	6,673,606	1,513,525
	4 500 000	1.464.21	20,623,232	7 962 333
N. Y., N. H. & H	14,044,000	100.00	994,407	622 723
Chicago Terminai Transfer 38,000,000 Illinois Central	114,153,906	\$ 120.7I	22,110,987	4 275 463
Illinois Central 82,000,000	334,188,986	1,197.61	11.678.316	6,575,063 3,562,794
Chicago Terminal Transfer. 25,000,000 Illimois Central 52,500,000 M., K. & T. 65,650,000	70,623,000			12.073.061
C. M. & St. P 75,071,500	137,763,600	9, 152.50	39,486,708	GL SE
K. C., P. & G	29,796,009	815.67	1,840,343	
Bt. L., P. & M 5,000,000	1,321,000	105.61	100,000	105,540
Gould Group-	1 12570007100	C November		
Missouri Parise 47.40.575	62,128,600	4,965.68	94,865,651	7,361,800
St. Louis Southwestern 28,580,000	21,000,000	1,223.00	4,743,546	887,658
Iron Mountain		100000 DV 21 DV 21	11,430,300	4,142,823
Texas Pacific	58,783,546	1,489.00	7,583,649	2,174,540
Iowa Central 14,696,801	6,200,401	E 605.98	7,586,640 1,564,385 11,536,787	400.541
Wabash	6,390,483 \$1,534,000	1,986.02	11,535,787	3.547.608
Wabash 82,000,000	80,775,10		1,986,147	6,145,805
		A Contraction	100000000000000000000000000000000000000	and the second
"Owned by Missouri Pacific.	Name of Street, or other Designation of the Street, or other Desig			

rundum, the crystallised oxide of aloyed chiefly for abrasive purposes, ly in the form of corundum is, which are said to be twice as

them than he would be of some dangerous wild beast. I use the word afraid for its convenience rather than point is not fear, as we commonly use the term, and has nothing to do with courage per se. It is a sort of instinctive horror and loathing, and, by the way, is more common in men than in women, the impression to the contrary notwithstanding. According to the

once gone aground.

INTO EMPIRE (By Raymon Reyes Lala.)

It is surprising how little foresight nations often show, and how apt they are to blunder on, from one mistake to another, until time teaches them wisdom. Experience is always costly, yet nations, like men, often refuse to to listen to any other teacher. It is always unsafe to despise either an ally or an enemy, yet this is an error that has been repeated with bewildering frequency in the history of the world. And with all due respect to the powers is the error they have committed, with present year. Their imperial policy, as it is commonly called, has been a matter of drift, not of prevision, and in this drift the ship of state has more than once struck a snag, more than

Such is my theme; let us see to what extent facts sustain it. As a resident in in fact, were treated as children, and the United States during the struggle as troublesome children at that. Their in the Philippines, I have looked on questions were looked upon as idle and with more than mere interest, with an annoying and met with blunt responses. absorbing feeling, in fact, at the course Why should they bother their paternal of events in my native country; and it guardian in this way? Was not the is certainly not with satisfaction that great United States to be trusted? Why I have seen the often vague and inconsequent manner in which affairs have querulous demands? been managed, the errors that have been committed, the lack of wisdom and discretion that has in so many instances been shown, the trusting to blind chance which many of the movements of our government have indicated. This is a strong and bitter ar-

a matetr of drift; a handling, without adequate preparation, of events as they arose; not a foresight of the highly probable results of existing conditions. conquest lay beneath it. A Spanish fleet lay at Manila. An American fleet lay tween the two countries. The Spanish peace. fleet must be robbed of its power to do mischief. Commodore Dewey received was to be done in case the opposite an enemy. The United States had a ing room with his overcoat. result should arise and the American sufficient example of the unwisdom of The maid should precede you and ask cific coast of this country, was not taken into consideration. That must be left to the chance of war. As it turned out, the confidence of the administration in Dewey and his men was not misplaced. They did their work nobly and thoroughly. The contingency of the destruction of their fleet and the ment, with scarce a vessel to protect

them, fortunately did not arise. Should Dewey return after the destruction of the Spanish fleet, or stay? No evidence has been made public to show that he had any orders on that point. He simply decided to stay, and been pure barbarity, so he stayed on, waiting instructions and events.

In truth, the victory of Dewey was so sudden and absolute that the government of the United States stood blinking in surprise. It had not looked for anything so complete as this, and has not taken a step toward following up the work Dewey was ordered to do. The Spanish fleet alone had been thought of, not the Philippines. There was a sudden late awakening to the fact that a new situation had arisen and that something more should be done. Dewey must stay there, Manila and the Philippines must be taken from Spain, an army must follow the fleet. But this army was not in existence. It needed to be recruited, the transports to carry it obtained, the thousand and one necessaries to be provided. As a consequence Dewey was left in his awkward and uncomfortable position for three months before enough soldiers reached him to justify a second step. When this step at length was taken Manila fell like a house of cardboard. An attempt at defense meant merely slaughter and defeat. The garrison for a few hours played to the galleries at home and then gave up the place.

This done, a new and no better foreeen contingency arose. Aguinaldo had been invited from Hong Kong, had been encouraged to revive the bought-off insurrection, and had been supplied with arms and ammunition for his native troops. Admiral Dewey's situation had, in a measure, rendered this necessary. With no land force to aid his fleet, he took steps to recruit a native army for this purpose. To what extent the government at Washington ok part in this I am quite unaware. but its effect was to raise an unforeseen complication. The city taken, and the Spanish resistance at an end, there remained this army of doubtful allies and his Tagalog army to be handled? That was the next problem which lay before the officials at Manila and the

government of the United States. It cannot be said that these late allies were handled wisely. The same old polley of drift and trusting to chance was keep them out of Manila, for they were from plundering, and a very ugly state

taken their part in the expulsion of the Spaniards and had the right to claim their share of the reward. They had right to an assurance that an ample them. They did not object to the suserainty of the United States in fact they rather invited it, lest they might fall into the hands of worse masters; but they wanted a voice, and a large one, in their own government, and they demanded some assurance of what sort of government they were to have.

Their demand met with no response

The old system of drift prevailed. In the months that had passed since that signal victory of May 1, no thought seems to have been given by the govthat be, in this great United States, it ernment as to the policy to be pursued in the Philippines. For months costly and dangerous results, in the after the taking of Manila the same absence of thought on this important question seems to have prevailed. Aguinaldo's demand met with vague, unmeanig replies. There was nothing satisfactory, nothing to prove that a would not be adopted. The Filipinos, should it be importuned with these

were dealing with, and did not take the ly, without making fuss, and to its fulltrouble to study their character. As est extent, not as a boarding house serthe event proved, they woke too late vant or an ill-trained one often does, to the fact that their late allies were a just a few inches, peering furtively brave and shrewd race, who were not from behind it as though they feared a raignment; what warrant is there for to be put off with sugared replies or tradesman with an unwelcome bill, or with acid retorts. Discontent became a burglar. hostility, armed truce grew into open The older or married woman natural-The whole business of the war in the war; then only, when the time for ly enters first and "last of all the man such an act had passed, did the United also." If women have umbrellas, par-Philippines seems to me to have been States government send out a peace asols or any heavy wraps, they should commission, and offer the Filipinos a leave them in the hall. In old-fashioned system of government that would have days a call of ceremony did not permit fully satisfied them a month before, you to remove any wraps until your ippines was a chance one. There is but which came too late to satisfy hostess asked you to do so; new it is nothing to show that any thought of their aspirations. It was the old story considered a breach of etiquette to over again of George III. offering the crowd up her drawing room with them. American revolutionists in time of war at Hong Kong. War had arisen be- what they had asked for in time of to do so, when calling on strangers,

ness being that it took four years and ly "Brown." more than a million of men to complete the task.

exposure of Pacific ports to bombard- case of the Filipinos. Thirty theusand nothing is so unpardonable or leaves leaves from a blighted tree, and leave cool, calm and self-possessed, with no him to fight his battles aione. The goventment did not appreciate the spirit over an elaborate toilet in their honor, size up the situation. It was not taken ing a reception, as though this were future consequences. Manila was held into account that the insurgents were an unusual event, for the slightest sign under blockade. He had the means of fighting in their own country, to whose of nervousness or "flurry" will brand destroying it, but not of taking it. The climate, swamps, jungles and moun-former without the latter would have taken were thoroughly adapted. clety. tropical climate, swamps and jungles as

and country. erals Lawton, Anderson and King that dor could ever do. a hundred thousand men would be a riot to put down instead of a war to many a mortification. end, and consent to anincrease of the army. And with all the bitter lesson taught, the increase ordered was a retail instead of a wholesome one, and may mean merely more weary months of drag in the slow affair.

It may be thought that I, as a native

then serry that these mistakes had ocurred, and that the errors of the administration tend toward the independence of my native land. But I cannot let patriotism blunt my judgment or stand in the way of common sense. I, in common with many of my countrymen, distrust Aguinaldo and his purposes, and fear that his success would bring the country into a much worse toe full a trust in the good intentions and advanced ideas of the people of know. people to let go, and that the struggle in the Philippines can have but one end if it takes years to reach it. In full belief that the result is sure to be the of affairs must have followed their admission to the city. But it was not wise to treat them as children instead of men. They naturally felt that they had

It is not, however, for the purpo fought for their liberty and had the ply to show the inconsequent way in which nations so often move toward degree of liberty would be granted great results. The lesson to be learned from the present exigency of the United States is one that might be drawn from the history of every nation, past and present. Drift is the proper word for it. Contingencies that might easily have been foreseen take rulers and statesmen by surprise. Great work is attempted with inadequate means. Preparation is made by haives. Wars are brought on by arrogance and refusal to give a ready answer to just demands. Wars that might be ended with a blow are allowed to drag on interminably, with ten times the final cost in blood and treasure. Blunders are rather the rule than the exception, and nations let themselves drift rudderless down the stream of time, trusting to chance to bring them into a safe harbor. The United States has played her part in this game of system as stringent as that of Spain chance, and is now playing a prominent part. We can only hope that the prize will repay her for the cost. New York City.

HINTS ON ETIQUETTE.

We will imagine that the bell has been rung, and that the servant has opened the door in proper form, this being an item to which the hostess Again the same old policy. The should pay proper attention, seeing Americans did not know the people they that her servant opens the door quiet-

Men, on the other hand, unless asked would take their hat with them into War came, and what followed? The the drawing room, leaving, however, same old story of half measures; this their overcoats, umbrellas, ets., in the hasty orders to proceed to Manila, find time the fault, often fatal, always dan- hall, for fashion decides that a man the Spanish fleet, and destroy it. What gerous, of despising and underrating should not present himself in a draw-

fleet be destroyed, leaving the Span- such a course in the civil war. Then you name at the drawing room door, tards free to carry the war to the Pa- s small body of three months' volun- when the proper prefix as a guide to teers was deemed sufficient to put down her-"Mr. or Mrs. Brown," not as some the rebellion; the result of this blind- people, men more especially, do, mere-

Should the room be empty the guests should sit down, rising immediately Do nations learn nothing from experi- their hostess enters; but if cards on a ence? Whether or no, we find the Unit- special day have been sent the room ed States repeating its old error in the should on no account be empty, for men would be ample, a few whippings such an unpleasant impression as tarwould take the fight out of them, they diness in a hostess. She should alwould fall off from Aguinaldo like ways be waiting to receive her guests. of the Filipinos, and did not properly or is in a state of excitement at hold-

not only against them, but against their her guests as they enter, shaking hands with each one, even if strangers well. It was not considered that the brought by friends. It is never right Americans were chained fast to their to bow in your own house, unless when supply trains, while the Filipinos could people who are entire strangers to you live off the country; that the former call on philanthropic quests, or to ask were fighting on the offensive, the lat- for a servant's reference, in which case ter on the defensive; the former in the you bow to them politely as they leave open, the latter behind earthworks; the the room. These little things may apformer for conquest, the latter for home pear trivial, but they are the unwritten laws of etiquette, and mark a woman And yet, in spite of the lessons of the of breeding and refinement more surely war, in spite of the statements of Gen- than any amount of wealth and spien-

Always say "How do you do?" needed to end the war speedily and ef- shaking hands, never substituting fectively, McKinley and his cabinet "Good afternoon," or "How are you?" clung for nearly five months persistent- on going away "Goodbye" is invarialy to the belief that thirty thousand bly to be said, and never "Good aftermen would be all sufficient. Not until noon." If you are introduced to any the rainy season had come on and act- one in the room, do not say "I am ive campaigning was at an end, not pleased to meet you," but "How do until hundreds of Americans had been you do?" or bow graciously and say killed and wounded in the capture of nothing. I have heard people summed places which they were too weak to up at once as "not the thing," by those hold, did the Washington government little slips, whereas a little attention to give up its optimistic view that it had what others would do would save them

The hostess should see that all her lady visitors have seats before she is herself seated, but it is not considered good form for her to say, "Take a sent," or "Be seated." She may, however, say, "Where will you sit?" or "Will you sit on the sefa?" but it is of the Philippines, would be rather glad only to an inferior that any such phrase as "Take a seat" is allowable.

When you intend going, avoid signailing the fact too patently to the friends with whom you came, but rise quietly, when they should all follow your example. In no case should a man or a daughter, or a younger member of the party rise first, or precede an older woman out of the room. As you leave the room, after saying good bye condition than his failure. And, as a to your hostess, you should especially citizen and for years a resident of the bow to all you were introduced to, and United States, I have learned to put comprehensive to any one else, shaking hands only with the people you

this country to fear any measures of If any especial good or ill fortune ocappression at their hands. Finally, I ours to your friends a birth, a death. know enough of the character of the a new appointment, eta, you should Americans to know that where they call at once, for this is the mode that have once taken hold they are not the society has of weeping with those that weep, and rejoicing with those that do rejoice.

"Nature exercises a wonderful and mysterious influence over men. Cer-tain plants are polsen to some folk and medicine to othern." "Yes, and my hus-band is always troubled with rheuma-tism when the grass bagins to get tall