

EDITORIALS

OPINIONS OF GREAT PAPERS ON IMPORTANT SUBJECTS

Waste of Forests Means Ruin.

THE people of the United States can derive an object lesson from Brazil as to the climatic effects produced by the destruction of forests. No more striking illustration could be found of the fact that trees make the weather.

In northern Brazil large states have been brought to the verge of ruin through the devastation of the timber lands. United States Consul General Seeger at Rio de Janeiro calls attention to the chronic droughts and torrefaction in the states of Rio Grande do Norte and Ceara, where the parched country has brought such suffering that relief measures have been put in operation by the government. The consul general points out that the situation there can be definitely traced to the wanton destruction of the timber, once abundant in those regions. Now the states are being depopulated, and desolation reigns where once nature offered every inducement to the settler.

The United States in recent years has taken steps toward the protection of its forests, but the laws are still far from stringent. The government was slow to awake to the urgency of the matter. The waste of timber in this country during the past fifty years has been almost beyond belief. The continental railroads alone destroyed millions of acres of forests. They slashed and burned recklessly in building their lines, and their engines set fire to and ruined vast areas. Settlers, with no thought of the future value of the timber, added heavily to the waste. In one way or another, the ruthless hand of the destroyer has done damage that can be repaired only at the expense of many years.

The forestry department of the government is one that should be built up and strengthened by laws designed not only to foster the growing of trees, but to protect the timber now standing.—Chicago Journal.

We and Our Neighbors.

IMMIGRATION is a subject of infinite possibilities. We had 639,830 immigrants last year; Canada had 128,000. Who is the more advantaged? Of ours 655,000 came from the south of Europe—Latins and Slavs—a class that all authorities on the subject say is little to be desired. Of Canada's comparatively small amount 80 per cent came from Great Britain, Germany, France, Belgium, the Scandinavian countries and the United States—the best material in the world to build up a country and make it richer materially and morally. Not the kind to people the slums of the cities, live from hand to mouth, increase the drain on pauper care, and, in large part, to get out of the country when they have got all out of it that they can or want. * * *

Canada has millions of acres, and she is setting about their disposal in a way to attract the good citizen. She offers, too, a stable government; peace, order and law, where, alas, we have and offer turbulence and a liberty that, becoming license, infringes on rights like a tyranny. Is the great republic losing its charm? Is the glamor passing off? Our immigration total does not look like it. But again comes the question of quality. What boots it that we get the offscourings of Southern Europe and part with some of our best blood to build up our neighbor to the north, where fruits of their industry are absolutely lost to us?—Indianapolis News.

The Cost and Folly of War.

THE war in the far East, according to the computation of a well-informed newspaper of Paris, is costing the Russian government at least \$1,000,000 a day, and the expense is increasing daily. If the war continues for years, as the experts say it is pretty sure to do, Russia will accumulate a burden of debt that will rest heavily upon many future generations.

Of course, \$1,000,000 a day is not a surprisingly great sum for a first-class power to pay for the conduct of a war. Our war with Spain cost us considerably more than that. But it was a short war and our financial condition was very strong. Russia, on the contrary, has been throwing millions after millions since the new policy with regard to the Asiatic portion of the empire was put into operation. Nobody knows how much the Trans-Siberian railway has cost. But it is an enormous amount; and the expenditures on Port Arthur, Dalny, Harbin, Vladivostok, and the other outposts have run into the hundreds of mil-

lions. Indeed, it was pretty well known to the Japanese as well as to the rest of the world that Russia's treasury was in an extremely bad way at the time war was declared. But the \$1,000,000 a day is, after all, only a small part of the bills Russia has to face. Her losses of battleships have meant the destruction of hundreds of millions of dollars' worth of property that must be replaced, and the prospective capture of her great towns with their armaments must make the Czar's heart sick.

Considered as a plain business proposition, the war with Japan does not seem to be a very good investment. Even though Russia should win at last, she will have to defend her possessions more expensively than ever, and how many years of ownership of Manchuria will be required to make up her losses?—Chicago Journal.

Railroads in Darkest Africa.

IT seems only the other day that explorers were gaining fame by penetrating to regions of Africa through which one may now ride in a drawing room car. The other day the first through train left Cape Town for Victoria Falls, on the Zambezi River, near where Livingstone died, and on the edge of that region the exploration of which made Stanley famous. With the opening of traffic of this southern section of the Cape to Cairo road half the splendid dream of Cecil Rhodes—a dream which caused men of lesser minds to say that he was touched with madness—becomes materialized into a prosaic, working fact, a matter of freight rates, time tables and tips to the Pullman porter.

From the north one can now travel more than a thousand miles to where only a few years ago, "the fires of hell encircled in the desert lost Khartum" as easily as one can travel to Chicago, and south of Gordon's reclaimed capital the railroad is creeping along the banks of the Upper Nile. From Cape Town to Victoria Falls is another thousand miles, leaving something like 2,500 miles more of road to be built, but much less than that if use is made, as it will be at first, of the long stretches of lake navigation available. A section of only 750 miles will carry the southern stretch of the road to Lake Tanganyika, from the northern end of which a short section will connect with the head waters of the Nile.

Before we fully realize what is being accomplished, the scream of the locomotive whistle will scare the infant Nilus in his cradle and the realm of the Pharaohs find an outlet along the shores where Table Mountain looks out toward the Antarctic seas. All the schemes of ambition cherished by the dead Egyptian kings had no vision of expansion so great as this. The dream of Cecil Rhodes was greater than the dreams of the Pharaohs.—New York Press.

A National Peril.

THERE is more in the toleration of recent automobile performances on the highway than the mere ignoring of the rights and the safety of other people, since the thing would not be possible unless we had forgotten part of the spirit of our institutions.

For instance, it is impossible to avoid the conviction that the only reason some of the men who drive racing machines escape jail is that they are conspicuous in some way, generally the possession of a good deal of money. The average man would serve a term behind the bars if he caused the needless annoyance and danger and damage which these men do.

But if this is true, where is the practical equality before the law of which we have boasted for years? And without that what becomes of the basis of our system of popular government?

It is not merely in the matter of sport that the change has come. It is commonly observed that it is almost impossible to punish individuals or corporations of a certain prominence for some offenses. Between the complaint and the exacting of the penalty there is almost always a way of escape for these people, although there would not be for smaller fry. The exceptions are just about enough to prove the rule.

It is a more or less clear perception of the fact which causes much of the discontent which existing in ignorant men, takes queer and unreasonable forms, but is none the less founded in a certain degree of justice, and which among wiser men leads to apprehension of the future, unless we can bring about a more general regard for sound principles of justice and for the authority of law against one exactly as against another.—Hartford Times.

OBEYING ORDERS.

During the war with Spain 47,000 soldiers were at one time camped at Chickamauga awaiting orders for the invasion of Cuba. Some of the regiments were made up of the finest and most earnest young men of the communities from which they came. The exigencies of camp life necessitated duties with which they had been unfamiliar. From one cavalry regiment two young men, cultivated, wealthy, and graduates of colleges, were detailed to assist in horsemanship; and so faithfully did they do their work that within a month they were able to make as good a horseman, and shoe a horse as well, as men who had been trained to the trade from youth.

"It was not exactly what we had in mind when we enlisted," said one of them, "and it was as near the battlefield as we ever got; but it was our way of serving our country then, and we tried to do our duty."

A harder duty still was assigned to another man in the same regiment. The major detailed him to keep the regimental canteen. Not only was he a total abstainer, but he was opposed to the canteen in principle, and in his conversation with his comrades had made no secret of his feeling in the matter.

He hotly resented his assignment to this hateful labor, and could easily have risen in rebellion at what seemed a gratuitous insult to his well-known principles. But he said to himself that the responsibility for his assignment to the task rested with the major, but the responsibility for the way in which he performed his duty was his own. So he took up the unpleasant work amid not a little curiosity on the part of his comrades concerning the way in which he would obey the major's orders.

"I will give you the beer if you want it," he said to the first man who asked for a drink of beer, "but I have something better here in the finest lemonade to be found in camp." Removing the cover, he disclosed a generous vessel filled to the brim with rich lemonade, and a large lump of ice in the middle. It was too tempting to resist, and the lemonade was purchased instead of the beer. Before noon of the first day his lemonade was known throughout the camp, and the run upon the canteen was such that he was kept busy making more, and he took pains to keep the quality up to the mark.

The major came by and saw how he was conducting the place, but he raised no objection. The men of the regiment understood the reason for supplying the lemonade, and although at first there had been some disposition on the part of the rougher ones to make merry over the uncomfortable situation in which the young man had been placed, even these came to admire the spirit in which he obeyed orders, and they rallied to his support. When his duties at the canteen were over, he was found at the camp Young Men's Christian Association, helping in the religious work of the regiment. But the popularity of his lemonade proved so great as to demand a steady supply of it, and in proportion as the lemonade was consumed, the sale of other drinks diminished.

The young soldier had obeyed his orders, and performed a task which his soul despised, but he did it in a way that helped to give his regiment the reputation of being one of the soberest and most orderly in camp.

Waves of Pessimism.

Pessimism always exists, but it comes in waves, and a wave of this kind is just now sweeping over the world. Anyone who will take the trouble to look over the magazine and newspaper files will find half a dozen times in the last 20 years when we

were treated to the same pessimism and to much the same stories of national, moral and political decay as we are to-day. If all of these were true we would be sunk so low to-day that it would be impossible to go any lower. If, however, we compare long ranges of time we see unquestioned progress in every line, moral and political, as well as industrial and financial. We hear complaints of bad municipal government, of graft in St. Louis, crookedness in Minneapolis and rottenness in Philadelphia, but, as a matter of fact, the conditions for the country as a whole are greatly improved. The apparent decline is due to the fact that we know of all the corruption to-day, thanks to the press, whereas of old it was hidden away in darkness and secrecy. In the same way the apparent increase in crime, which is the basis of the English plaint, the greater number of arrests reported everywhere, the larger number of prisoners in jail, do not really mean more crime, but are due to the fact that we have a better police system and that very few crimes go undetected and unpunished, as they did formerly.—New Orleans Times-Democrat.

Mechanism of Gasoline Engine.

It can be understood to what a nicety the mechanism of a gasoline engine is adjusted when it is stated that to make 1,000 revolutions a minute means that in a four-cycle engine there are 500 sprays of gasoline forced into the cylinder, 500 times the electric battery makes a spark and 500 times the escape valve is opened to let the gas out.

Too Much to Expect.

Brookeleigh—I don't know what time it is.

Ascum—Isn't your watch running? Brookeleigh—I don't think so. I could hardly expect the pawnbroker to keep it wound up.—Philadelphia Press.

What has become of the old-fashioned man who

PROGRESS OF THE WAR

The past week has been one of activity in the Far East and severe battles have been fought both on land and sea.

The Japanese around Port Arthur renewed their assault on the outlying defenses of the town. With Takushan, elevation 845 feet, on the northeast as a vantage ground, they kept up a constant hammering on all the eastern lines of the enemy. At the same time, on the opposite flank of the besieged, a heavy attack was developed against the forts on Liuti Mountain. Liuti-shan is 1,512 feet high, being by several hundred feet the greatest elevation in that part of the peninsula. A battery maintained on top of the hill could direct a plunging fire upon all fortifications within range. It is uncertain whether the Japanese have managed to take the hill. The Chinese reports are contradictory.

There have been many and circumstantial reports as to the use of land mines by the Russian defenders. The stories of the casualties caused by them must, however, have been enormously exaggerated. It would require the mining of acres of ground to destroy any large quantity of troops in open order. Rifle fire is less dramatic than land mines—and more effective. Early in the week the Japanese gained nearly every position outside the main chain of forts, but at the cost of many lives.

The Chinese report that the Japs took Fort Palichwang, near the railroad, but the subsequent evening a sortie drove them out of it again. They retreated to Suiczeiyang.

Tuesday morning the Japanese sent an officer under a white flag to demand the surrender of Port Arthur. The rather fanciful terms announced by the Chinese refugees, that the fleet should be turned over intact, that the 20,000 defenders might march out with their arms and join Kourapatkin's

TRAGIC STORY OF NAVAL DESTRUCTION IN EPITOME.

Russian Naval Losses.

NOVIK (cruiser), beached in a sinking condition Aug. 21 at Korsakovsk, Island of Sakhalien, after a battle with two Japanese cruisers.

RURIK (cruiser), sunk Aug. 14, in a fight with Kamimura's squadron.

PETROPAVLOVSK (battleship), blown up at Port Arthur April 13, Admiral Makaroff and 700 others perishing.

CZAREVITCH (battleship), severely damaged in the fight of Aug. 10, Admiral Witthoft and 220 others being killed; vessel now at Tsingchou and dismantled.

BOYARIN (cruiser), reported sunk near Dalny, Feb. 14.

VARIAG (cruiser), blown up by the Russians at Chemulpo Feb. 9, to prevent its capture by the Japanese.

MANDCHUR (gunboat), dismantled at Shanghai Feb. 10 to prevent capture by the Japanese.

YENESAI, sunk by a mine at Dalny Feb. 11.

SIVOUCHEV (gunboat), scuttled at Newchwang Aug. 1 to prevent its falling into the hands of the Japanese.

KORJETS (gunboat), blown up at Chemulpo Feb. 9 to prevent its being captured.

BOGATYR (cruiser), badly damaged by running aground at Vladivostok May 19; reported on May 22 to have been blown up, but is known to be in dry dock.

ASKOLD (cruiser), badly damaged in fight of Aug. 10, docked at Shanghai for repairs.

ROSSIA (cruiser), badly damaged in fight of Aug. 14; now at Vladivostok.

GROMOBOI (cruiser), suffered severely in the battle of Aug. 14; is at Vladivostok.

RIESHTELENI (destroyer), forcibly taken from Chefoo Aug. 11 by the Japanese.

GROZVOI (torpedo boat), now at Shanghai, may be dismantled.

VNUSHITELNY (destroyer), driven ashore in Pigeon Bay Feb. 14.



ETSESHAN AND ANTESHAN FORTS, CAPTURED BY JAPANESE. Etseshan fort, captured by the Japanese, is one of the principal defensive works northwest of Port Arthur. It surmounts a hill 445 feet in height, and is about two miles from what is called the new city, located on the northern shore of West Port. This new city is principally occupied by Russians. Another fort that the Japanese captured is called Anteshan, and stands about a mile north of Etseshan. The latter is considered to be the key to Port Arthur. In the war of 1894 Etseshan was captured by the brigade of Gen. Nishi, who is now fighting at Port Arthur.

army in Manchuria are not confirmed in the official account received from Tokio. An answer was demanded within twenty-four hours.

Whatever the terms, they were rejected by General Stoessel, who broke through his habitual taciturnity into profanity as he considered the Japanese proposition. Perhaps in the future, when war has become more of a science and less of an art, if it can be mathematically demonstrated to a commander that he is hopelessly surrounded and outnumbered, that his resistance will merely prolong the suffering of his men, and that it will accomplish no good to his country, perhaps when that time has come the average citizen will throw up his hands in horror at the general who refuses to be governed by the logic of the situation and who prefers to fight a hopeless battle rather than to surrender. Such a general will then be called a blood-thirsty butcher, a barbarian, a species of avatism. But that time has not come yet.

The battle in the straits of Korea, where Vice Admiral Kamimura, with four armored cruisers, met the three armored cruisers of the Vladivostok squadron, resulted in the sinking of one, the Rurik. The Rossia and Gromobol returned to Vladivostok under their own engines. If Kamimura had fought but a little harder, a little longer, and a little closer, the Rossia and Gromobol would never have got back to port. They were in a fearfully battered condition. Why he quit fighting when the Muscovites, according to their own reports, were all but sinking, remains a mystery. He did not have Togo's excuse that he must preserve his ships against the possible advent of the Baltic squadron. Togo had already won his fight and the Japanese command of the sea was

STERUGITSCHI (destroyer), reported sunk off Port Arthur March 10.

SKORI (destroyer), blown up by a mine March 16.

STRASHINI (destroyer), sunk in a fight east of Port Arthur April 13.

Two torpedo boats sunk off Wei-Hai-Wei after battle of Aug. 10.

Gunboat sunk by a mine near Port Arthur Aug. 18.

Japanese Naval Losses.

HATSUSE (battleship), sunk by a mine near Dalny May 15.

YOSHINO (cruiser), sunk by being rammed by the cruiser Kasuga off Port Arthur May 15.

MIYAKA (cruiser), sunk by a mine in Kerr Bay May 15.

KAIMON (gunboat), sunk by a mine in Tallienwan Bay July 5.

Five transports sunk by the Vladivostok raiders.

Sixteen vessels sunk at various times with the object of "bottling up" Port Arthur.

assured. As it is, the Rossia and Gromobol have been joined at Vladivostok by the Diana, and probably the Novik. If the war continues into next year, as it probably will, the Vladivostok squadron will have four cruisers to prey upon Japanese commerce.

Additional reports coming in during the week regarding Togo's recent victory make it more sweeping. One of his torpedo boats probably sunk the cruiser Pallada. Of the eight Russian destroyers which left the harbor seven will be out of action for the rest of the war. The battleship Czarevitch at Kiaochou has been dismantled by the Germans. The Askold, protected cruiser, which reached Shanghai, was given a short time for repairs, after which it must either be dismantled or leave the port.

The Russian battleships which got back to Port Arthur are in a bad way.

War News in Brief.

Fort Dalny is said to be filled with wounded men.

An official dispatch from Shanghai says the Russian consul has notified the tsaotai that the Askold and Grozovoi have been disarmed.

Two Russian torpedo-boat destroyers struck mines at the entrance of Port Arthur. The larger one of the destroyers, a four-funnelled one, was sunk. The names of the vessels and the number of lives lost are unknown.

The Russian cruiser Novik, the fastest

MAKING OF PATENT LEATHER.

Each Manufacturer Has His Own Process.

All manufacturers of patent leather have their own tanning processes, much like those of the calfskin tanner, though some patent leather is given a bark tanning. Horsehide and colt skins are the chief leathers made with a patent finish.

The patent or enamel finish is really painted and baked on, as the bicycle manufacturer paints and bakes enamel onto a frame. Tanners are very particular about keeping their processes secret, and nobody but workmen is ever allowed into the finishing rooms.

The hide or skin, having been stretched and dried as much as possible, is first given a coating of a mixture of linseed oil, litharge, white lead or similar materials boiled, together until they make a pasty mixture.

This is dabbed on the surface with a steel tool and well rubbed in, so that the pores of the leather will be filled up. Then the leather is put into the oven, its surface being exposed to steam pipes at a temperature of about 160 degrees.

Next the surface is rubbed down with pumice stone, and then it is covered with linseed oil and ivory black, about six layers applied, each layer being dried and rubbed down. Finally a varnish is applied, and then the surface is rubbed down and finished off as nicely as a painter finishes a fine carriage.—Cleveland Plain Dealer.

Kentucky Man's Duty.

Jamboree, Ky., Aug. 29.—(Special.)—After suffering for years with pain in the back Mr. J. M. Coleman, a well-known citizen of this place, has found a complete cure in Dodd's Kidney Pills. Knowing how general this disease is all over the country, Mr. Coleman feels it is his duty to make his experience public for the benefit of other sufferers.

"I want to recommend Dodd's Kidney Pills to everybody who has pain in the back," Mr. Coleman says. "I suffered for years with my back. I used Dodd's Kidney Pills and I have not felt a pain since. My little girl, too, complained of her back and she used about half a box of Dodd's Kidney Pills and she is sound and well."

Backache is Kidney Ache. Dodd's Kidney Pills are a sure cure for all Kidney Aches, including Rheumatism.

Not a Flying-Fish.

It was "a beautiful fish," the butcher said so, and Mrs. Wilcox was a beautiful woman; a clever one, too, and the first in her class at college for "thinking out things." Therefore, when her maid of all work went to her cousin's wedding, Mrs. Wilcox was quite sure that she could prepare the fish dinner for which Mr. Wilcox had asked. What he thought about it is no part of the story as the Chicago News prints it.

At four o'clock precisely Mrs. Wilcox put on one of her trousseau aprons and began to think. She thought out the gastronomic trimmings first, but when she had made some hollandaise sauce, and put it where it could not possibly keep hot, although that was not her intention, she began to consider the fish.

To her intense annoyance, the butcher had neglected to clean it and make it ready for cooking.

Very well, she would do it herself. So it came about that when Mr. Wilcox got home he found his wife with worried brow and flushed cheeks standing over the sink, the fish in one hand and the teakettle in the other.

"There is something wrong with this fish," she announced. "It is most peculiar. I have poured gallons of boiling water over it,—just as I remember grandmother used to treat newly killed chickens before she could pick the feathers off,—and the horrid scales stick just as tightly as ever!"

"Why don't you try singeing it?" Wilcox managed to ask before he exploded.

Motion Overruled.

"I say," said the captain of bachelors' hall in the boarding school, "let's be swell and call our dormitory the Latin quarter."

"No! No!" shrieked the rest of the crowd.

"Because," ventured one of the protesting mob, "all the other fellows will be coming here trying to borrow the quarter."

And so it was thus that the dormitory went nameless.—Baltimore American.

LEARNING THINGS.

We Are All in the Apprentice Class.

When a simple change of diet brings back health and happiness the story is briefly told. A lady of Springfield, Ill., says: "After being afflicted for years with nervousness and heart trouble, I received a shock four years ago that left me in such a condition that my life was despaired of. I could get no relief from doctors nor from the numberless heart and nerve medicines I tried because I didn't know that the coffee was daily putting me back more than the doctors could put me ahead."

"Finally at the request of a friend I left off coffee and began the use of Postum, and against my convictions I gradually improved in health until for the past six or eight months I have been entirely free from nervousness and those terrible sinking, weakening spells of heart trouble.

"My troubles all came from the use of coffee, which I had drunk from childhood, and yet they disappeared when I quit coffee and took up the use of Postum." Name given by Postum Co., Battle Creek, Mich.

Many people marvel at the effects of leaving off coffee and drinking Postum, but there is nothing marvelous about it—only common sense.

Coffee is a destroyer—Postum is a builder. That's the reason. Look in each pkg. for the famous little book, "The Road to Well-Being."