

England and the Transvaal.

The relation of England to the Transvaal is clearly explained by James Gustavus Whiteley in the current number of The Forum. "The British government," says Mr. Whiteley, "thinks the uitlanders ought to have more rights and liberties. The South African Republic is of the opinion that they have already as much of these as is good for them or for the republic. The English see a number of their fellow countrymen in a strange land compelled to submit to the rule of a comparatively small number of Boers, whose ideas of government are considered somewhat primitive. These uitlanders can obtain full citizenship in the Transvaal only after 14 or 15 years' residence and after having complied with a number of requirements which render the full franchise almost inaccessible. There are many smaller annoyances in connection with the high tariff, the dynamite monopoly and the language employed in the schools, the courts and the legislature. All these things have been arranged by the Boers, and they do not suit the uitlanders.

"The Boers, however, look at the matter from quite a different point of view. For more than half a century they have been trying to get away from British rule. They are an agricultural and a pastoral people, whose chief wish is to be left to manage their own affairs and who for a generation have been requesting the British government to stand out of their sunlight.

"The international relations of Great Britain and the Transvaal are determined principally by the convention of London. This convention was not an agreement between equals. It was unilateral. The word sovereignty was not used, but article 4, which gives Great Britain a right of veto in regard to treaties, clearly places the Transvaal in the position of a state which is at least something less than absolutely sovereign. The Transvaal is, then, a semi-sovereign state. But this may mean anything from almost absolute sovereignty to almost absolute dependence."

From Mr. Whiteley's statement it would seem that by the convention of London the high contracting parties intended to make the Transvaal a semi-sovereign state, limited in its power of making treaties, but free from intervention in its domestic affairs. Thus it does not appear that England has a right to demand any change in the law of the franchise or in any other measure of domestic policy in the Transvaal.

It is estimated that something over a million dollars was spent by private individuals and firms in New York in decorations for the Dewey reception in that city, aside from what was expended by the municipal government for the same purpose. While some portion of this, in accordance with New York's frugal policy of always "getting its money back," was expended for self glorification and advertising purposes, particularly that expended by some of the newspapers, no doubt a large portion of the expenditure was prompted by patriotic, artistic and uncommercial motives. At all events it was not wholly an unwise expenditure, though there was no element of permanency in it. Some of the New York newspapers, in self laudation, and the great business houses, in advertising, will doubtless "get their money back," but aside from this much benefit accrued to the tunting maker and the decorator, and such a profuse display of the national colors no doubt incited patriotic emotions in the impressionable spectator of this "blaze of glory."

In a paper on municipal ownership of public utilities, which was read by Professor E. W. Bemis of the New College of Economic Research at the convention of the League of American Municipalities special stress was placed upon the necessity for nonpolitical civil service in the successful operation of such utilities by municipal governments. Professor Bemis' point is well taken and cannot be too strongly emphasized. It is true that some who urge municipal ownership and operation are rather more anxious for the spoils than they are for the proper regulation of public utilities, and no doubt many persons who desire the best possible public service are inclined to withhold their support of municipal ownership through fear that the general adoption of the system would entail political evils.

Almost coincidentally with Goldwin Smith's remark that Admiral Dewey's destruction of a few old Spanish tubs in Manila bay wasn't much of an achievement comes the announcement of the conviction at Madrid of Admiral Montijo of the crime of cowardice in that he failed to smash the American commander's fleet instead of permitting Dewey to smash his fleet. Either the Canadian professor or the Spanish authorities must be in error.

As it is said that Admiral Dewey loves a fight he may have been interested in the various scraps over precedence and other things among the New York committeemen who had in charge the celebration in his honor, though he evidently would have had no desire to participate in them.

Railroad Commissioners Aroused.

The New York state railroad commissioners have been aroused by the multiplication of trolley car accidents, so called, to the necessity of additional safety appliances. The particular deficiency to which they are directing their attention is the lack of a brake possessing sufficient power and adaptability to enable motormen to stop their cars quickly in case of emergency, and they are arranging a series of experiments for the purpose of determining which of a dozen different patterns claiming superiority is most efficient in operation. The New York commissioners are considering not only the subject of safety appliances, but the question of the fitness of trolley road employees for their work. The latter branch of their inquiry is by no means the least important. It is alleged that some companies, instead of raising the standard of qualifications for their service, are deliberately lowering it, are putting boys in the place of men and substituting ignorance and incompetence for experience and efficiency, because the latter qualities cost more than the former. Wherever and in whatever degree such a change is going on it is an outrage—a menace to the public safety and a gross injustice to the experienced and competent men who were superseded by the cheaper employees. The standard of skill and efficiency on trolley lines cannot be too high. It is beyond question that heavily loaded trolley cars, running swiftly through crowded streets, over cheaply and insecurely constructed tracks as compared to the road beds of steam railroads, need for their safe operation at least as large a possession of intelligence, judgment, dexterity and care by those who control them as do the trains on steam roads running for the most part on well protected tracks through the country. No one, we think, will attempt to say that the average motorman can be compared in point of skill, experience and intelligence to the steam locomotive engineer. The activity evinced by the New York state railroad commissioners in the direction of protecting the public from such disasters as are of frequent occurrence may well be followed by the railroad commissioners of other commonwealths.

The Hon. John Coughlin, a Chicago statesman known more widely to fame as "Bathhouse John," who recently took Saratoga's swell society by storm with his green dress suit, has thrown another flutter into the camp of fashion by announcing that pink shirts are not suitable for evening dress. After Mr. Coughlin's pronouncement any one appearing at an evening function in a claw hammer coat and a pink shirt will have only himself to blame if he loses social prestige thereby. This Chicago sartorial director should now give the waiting world of fashion a ruling on the propriety of wearing tan shoes and a red necktie with full evening togs. There is an impression in some quarters that such a combination would not be in good form. It only needs the octum of "Bathhouse John" to settle the matter.

A profit sharing scheme has been inaugurated at Pittsburg. It is in connection with an extensive laundry enterprise. Each driver, on entering its employ, has stock to the value of \$1,000 placed to his credit. At the end of ten years he becomes the proprietor of this. In the meantime, the profits are placed in an insurance fund for his benefit. The girls are included in the scheme, being cared for when sick, given a dowry if they marry, or buried if they die.

The guardians of a London workhouse have adopted a commendable plan for the classification of paupers. About four years ago the inmates were subdivided with reference to their moral character, their behavior and their previous habits. Now a further step has been taken by providing two comfortable and well furnished wards for those above 65 who have become charges on the state through the incapacity of old age.

As in the case of a considerable number of gentlemen who had ships to sell when the government needed ships at the opening of the war with Spain, there are now some gentlemen with ships to offer for transporting troops to the Philippines who are not allowing their patriotism to get the better of their reputations as men of business.

A preacher in Minneapolis Sunday told the congregation that not more than 7 out of 100 church members were real Christians. It made no trouble. Every man who heard him felt that he was one of the seven.

If some progressive school would drop from its curriculum dead languages and take up the live golf language, it might extend the sphere of its usefulness. The urgent need of the hour is more knowledge of the golf language.

There seems to be considerable delay in London in arranging for the brass band and pyrotechnics to welcome Mr. W. W. Astor.

A 50 mile dash on snowshoes would be a good way for John Bull and Uncle Sam to settle the Alaskan boundary dispute.

Dewey's Welcome to New York.

George Dewey has a way of smashing things quite peculiar to himself, and it is altogether a way which quite suits his fellow countrymen. He entered Manila bay and smashed that Spanish fleet a couple of days before he was expected to reach there, and now he enters New York harbor two days ahead of time, captures the city and smashes some exceedingly formal and elaborate ceremonies at the harbor gate, which, we may well imagine, the modest admiral was willing enough to escape. Possibly he thought that by pushing the nose of the Olympia inside Sandy Hook a couple of days before he was expected he might forestall those frequently somewhat tiresome panegyrics that are usually fired at a returning hero before he is officially recognized to be at home. It is known that Admiral Dewey is a modest and retiring man except when there is fighting on hand, and he doubtless dreaded more the volley of rhetoric which was in store for him than he had feared the guns of the Spaniards.

The flagship Olympia, with Admiral Dewey and his men, entered New York bay and anchored inside the Hook early on Tuesday morning, Sept. 25, though he was not expected to put in an appearance until Thursday evening, when, with much formality and many rounded phrases, he was to have been officially welcomed and presented with the freedom of the city. The first welcome home, however, came in another, less formal and quite unique way and, we imagine, was not displeasing to the admiral.

While the city officials and distinguished citizens designated to receive Admiral Dewey were enjoying their morning sleep the Highlands' fier Sandy Hook was on her way from Atlantic Highlands to the city and encountered the Olympia in the Horseshoe with Admiral Dewey on deck. "Good morning, Admiral Dewey," shouted the captain of the Sandy Hook. "Good morning," replied the admiral. "Mighty glad to see you home," said the captain. "Mighty glad to get home," shouted back the hero of Manila Bay. "Everybody welcomes you back, admiral. The city of New York and the whole country are yours," continued the Sandy Hook's captain, with as much courtesy, if somewhat less formality, as though he had been specially deputized to present the keys of a city and the thanks of a nation. The gallant admiral, to whom the plaudits of nations are quite common things, doffed his cap and said "Thank you," with as pleased a smile and as gracious a manner as though receiving these tributes from the most distinguished and dignified sources. Thus simple, but sincere, was the first word of welcome to the returning hero at the nation's great eastern gateway and, as it voiced the sentiments of all the admiral's proud countrymen, was perhaps quite in keeping with his democratic and modest notions.

But of course the formal reception came later, with such eloquent speeches of welcome and encomium, such magnificent parades on land and sea, such booming of cannon, pyrotechnics, illuminations, decorations and general gaiety, as have never before been seen in this country.

The annual message of President Diaz to the Mexican congress seems to indicate that the country is in a very prosperous condition and making remarkable progress. President Diaz notes in this interesting document that there has been a large increase in the federal telegraph and postoffice services, which is itself an evidence of increased intelligence and business activity; that manufacturing is growing rapidly, and that the exports for the year, especially of mineral products, were phenomenally large. As the revenues have swelled to more than four times the amount they reached in 1872-3, so wealth is multiplying in all lines of trade and industry. With a population of 12,000,000 or 13,000,000, a land of marvelous resources, growing industries, a strong treasury, a firm and skillful administration, Mexico is forging to the front among nations.

How much danger the French republic ran of being overturned by the recent monarchial conspiracy may be imagined by considering the instructions sent by the pretender, Duc d'Orleans, to his confidential agent in France limiting the expense of the attempt to bring on a coup d'etat to \$60,000. The duke's estimate of the value of the French crown is not at all excessive, hardly as much as the aggregate price of three crack race horses or a pleasure yacht. As a matter of fact, however, his chances of getting it were never worth 30 cents.

It is intimated that the Hollanders in this country and elsewhere who are protesting against the attitude of Great Britain toward the Transvaal should follow their resolutions, etc., in favor of the Boers with a rider thanking England for her guardianship over little Holland, preventing certain powers from gobbling her up long ago.

One of the advantages which the girl who lives in a small town has over her cousin in the large city is that the latter has few chances of being the queen of a carnival.

A Nebraska preacher has come to grief because he permitted a member of his congregation to treat him in a saloon. He showed resourcefulness and discretion. He should have contrived to have himself coaxed behind the barn by the owner of a gallon jug.

Habeas Corpus for Carter.

New York, Oct. 3.—Judge E. Henry Taubman of the United States circuit court yesterday granted the application for a writ of habeas corpus made by counsel in behalf of former Captain Oberlin M. Carter, convicted by court-martial of conspiring to defraud the government out of about \$1,700,000 while in charge of harbor improvement work at Savannah, Ga.

Carter at Castle William.

New York, Oct. 3.—Ex-Captain Oberlin M. Carter, who is confined in a cell in Castle William, Governor's island, will probably be taken to prison at Fort Leavenworth, Kan., tomorrow. General Merritt has been notified that the official papers will reach him from Washington by mail today. As soon as possible thereafter Captain Carter will be removed from Governor's island.

Barker Goes to Norfolk.

WASHINGTON, Oct. 3.—Captain Albert S. Barker has been assigned to command the Norfolk navy yard, relieving Admiral Farquhar, who takes command of the North Atlantic station. Captain Barker will become a full rear admiral within a month. At present he is on waiting orders. Captain Barker commanded the battleship Oregon on its memorable cruise.

It is reported that a contract for 500,000,000 feet of yellow pine has been made in the United States by the British government. If there existed here an efficient forestry system, this transaction might be regarded as a very good thing, but the loss of so many trees, with no prospect of their ever being replaced, is not a matter for congratulation. In some sections there has been a commendable start in the direction of protecting the forests and providing for future generations. It should become general.

It Grades Down.

When a girl's engagement to an out of town man is reported, it is first said that she is to marry a king. As time progresses the girl's mother confesses that the young man is a prince. It leaks out later that he works on a salary and has to work Saturday nights, and later, just before the wedding, no one is surprised at learning that he is a clerk and gives dancing lessons on the side to make a living.—Atchison Globe.

Birthmark in the Eye.

Jesse Lee of Atlanta has the letters of the alphabet clearly imprinted on the iris of his eyes. He inherits this strange phenomenon from his father, A. F. Lee, who had the same markings on his eyeballs. The grandmother of Jesse Lee is said to have pored incessantly over the Bible previous to the birth of her son, and it is supposed that the birthmark is due to her constant application to the letters of the alphabet.

Helps Trade.

Whenever a young wife proposes to bake her own bread in order to save 5 cents a week, the man who has put on the market an infallible cure for dyspepsia smiles like a cat that has just eaten the canary.—Nauvoo Rustler.

The Accident of Butter.

It is said Arabs first made butter. They were carrying milk in skins on the backs of camels, and the steady jogging churned the fluid into butter.

The figures of the United States treasury report on the output of iron ore and the manufacture and export of iron and steel products for the past fiscal year tell a marvelous story of the triumphs of the American workshop. The total exports of iron and steel and manufactures thereof in the fiscal year ending June 30, 1899, were \$93,715,951 against \$70,406,885 in 1898, \$57,497,872 in 1897 and \$41,169,877 in 1896. From these comparisons it will be seen that the exports in 1899 were more than double those of 1896. If iron is king in the industrial world, the ultimate supremacy of America in manufacturing is clearly foreshadowed in these figures.

Dr. Emile Laurents, a noted French savant, has discovered that lovesickness may be cured by hypnotism. This will doubtless fill a long felt void by those who fall in love and want to fall out of it again, but most people afflicted this way seem to rather like it and don't want to be cured, especially if it is their first attack of this bitter sweet malady. Think, for instance, of Juliet wanting to be hypnotized out of her love for Romeo. The remedy appears to be of the similia similibus curantur type, it having been proved by pathologists that love is no more nor less than hypnotic influence.

It must have been rather startling to the prehistoric man to have been suddenly confronted by one of those prehistoric reptiles 120 feet long whose bones have just been unearthed in Wyoming.

Word comes from Persia that the shah has gone crazy because he has 800 wives. The shah should have given the American divorce system a trial.

As an exponent of plain and varied bucking the automobile is vying for itself a record equal to that of the broncho.

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What Others Say of the Book.

REV. C. W. SAVIDGE,

Founder and pastor of the People's Church, Omaha, writes: "I have received a copy of the 'Perfected Receipt Book' and am highly pleased with it. It will be of great value to the public. I wish it a large sale."

REV. J. C. LEMON,

Founder of the Christian Home Orphanage, Council Bluffs, Iowa, writes: "It is a very valuable book, and I fail to see how it could be improved upon."

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