

reasonable bounds. The meeting, in fact, got away from him, and, although his own remarks were mild and well tempered, he was severely criticised for presiding over it and was held responsible for the anti-American sentiments enunciated.

The criticisms were manifestly unjust and unfair. Certainly an American citizen has a right to disagree with the present national policy concerning the retention and control of the Philippines. Dr. Rogers stands very high among the educators of this country. He has done much for Northwestern University. If his position on the "expansion" question had anything to do with forcing his resignation it will not redound to the credit or welfare of the university.—Chicago Times-Herald.

**A NEW RAILROAD TO SAN FRANCISCO.**

The newly completed extension of the Santa Fe Route through the San Joaquin Valley to San Francisco will be opened for passenger business on July 1, 1900.

The Atchison, Topeka & Santa Fe Railway has heretofore possessed the distinction of being the only line with its own track and trains all the way from Chicago to Los Angeles and San Diego. San Francisco and the important cities of the San Joaquin Valley are now added to the vast territory served by this great transportation system under one management, which territory also includes a large part of the region between Denver on the north, and Galveston on the south.

Stress is laid upon single ownership and management, which insure uniform excellence of service. Overland trains by this route do not miss connection, because they run through. The eating-house and dining-car service is of the same superior quality throughout, under management of Mr. Fred Harvey. The best equipment is provided. Employees are everywhere solicitous and courteous. Responsibility for the comfort of passengers is not divided.

No other transcontinental route offers so great a number of attractions to the tourist. Among these are mountain altitude and scenery, extinct volcanoes, petrified forests, pre historic ruins, Indian pueblos, the Yosemite, and the Grand Cañon of Arizona, which is the greatest scenic wonder of the world. Every characteristic phase of industrial life in the West is traversed en route.

The Santa Fe has long been the favorite route between the East and Southern California. By virtue of the same high-grade service and unexcelled attractions it hopes to win equal favor with travelers to and from San Francisco and intermediate cities of the Golden State.

The service will consist at first of Pullman and tourist sleepers and chair cars daily. The early resumption of the California Limited is contemplated.

**KANSAS WHEAT FIELDS ARE GOLD MINES.**

Joy Morton, of Joy Morton & Co., has just returned from a trip through Kansas, particularly in the vicinity of Hutchinson, where he has extensive salt interests. He was accompanied by President Eddy of the Michigan Salt Association. The two business men found Kansas farmers dancing hornpipes about their wheat fields.

Kansas and the Oklahoma country they found would yield 100,000,000 bushels of wheat this year. In the face of the crop shortage of the northwest this means wonderful business prosperity for the farmers of the southwest, who have been doing pretty well anyway during the last three years. Wheat has advanced 15 cents per bushel in value during the last two weeks, thus adding \$15,000,000 to the present value of the crops along the Santa Fe and other lines in Oklahoma and Kansas.

In consequence of this excellent condition of affairs the two salt merchants heard very little talk for Bryan or his pessimistic doctrines. Every farmer was discussing material prospects, mortgages are disappearing, bank accounts swelling and the once despised Kansas rolling in substantial wealth. Every indication points to Oklahoma and her furnishing the bulk of the wheat crop this year and at advanced prices over a year ago.

Messrs. Morton and Eddy drove through the farming country about Hutchinson and were surprised to find many of the farmers had sent their families to the Paris exposition. They had money in the bank and were giving the wives and daughters a deserved treat. In some instances the farmer himself had gone. But they came to one farm where the old man was at home:

"Where's your family?" was asked.

"Gone to the exposition at Paris."

"Why didn't you go?"

"Well, you see, I've just bought an automobile, and I stayed home to learn how to run the blamed thing."

The two Chicagoans drove away dazed—Kansas farmers in Paris on a lark and Kansas farmers buying automobiles and using them—stood for a new Kansas, something different from the days when the plains were dust and the grasshoppers and other bugs were masters of barren fields, while the mortgage shark sat at the front door of the farm home. Kansas is gloriously prosperous and so is Oklahoma. That is the word Messrs. Morton and Eddy bring back with them.—Chicago Times-Herald.

**DEMOCRACY'S CHANCE.**

According to the reports sent out from Washington yesterday the commerce of the United States in the fiscal year which ends on June 30, will exceed that of any preceding year. Its exports for

the year will be greater by \$150,000,000 than those of any previous year, and the exports of manufactures will be greater than those of any other year by more than \$75,000,000. This will be a strong, and the strongest argument which the republicans will employ in the campaign which is now so soon to open. In many respects McKinley's administration has not been popular. In 1896 he had no record as a president. He had no enemies in his own party. But now he must reckon with the mistakes which he made in the war with Spain; he must reckon with the mistakes that have been made in the Philippines; he must reckon with the men in his own party whom he has offended. This government occupies a position now, towards European affairs, that it has not occupied in the past in spite of our protests in other days against entangling alliances abroad and against involving ourselves in foreign complications, we have the Philippine problem on our hands, we have the Chinese problem on our hands, and we are in danger today of serious trouble with one or more of the European powers. The McKinley administration, whether responsible or not, will be held responsible for this, and there is a widespread belief that the republican party is in favor of so called imperialism, and that there is great danger to our peace unless a halt is called. The cry which has been suggested in democratic quarters, of the Republic, instead of the Empire, will be a most popular campaign cry, and the democratic party has a splendid opportunity to win, if it will only pursue the wise course.

But all these arguments will avail nothing if the democrats go into the fight with the avowed purpose of unsettling the business of the country by making a radical change in the financial policy of the government. Whatever may be said against the republican administration, it cannot be denied that under it the country has prospered, and, as the figures which we have above quoted show, our foreign trade has increased at an enormous rate. There has come a halt in business, but nobody has attributed it to the lack of money. Money is plentiful at an exceedingly low rate of interest, and the one thing that has been scaring the speculator of late is the accumulation of surplus money in various parts of the country, indicating a smaller volume of business. We believe that a majority of the people of this country want to see the republican party turned out of office, but we do not believe that a majority of the people want to see a radical change in the financial policy of government, such as was suggested by the democratic platform in 1896.

The democratic party has a good chance to win this year, if the party does not make one of its proverbial blunders. The only thing that elected McKinley in 1896 was the fear of free silverism and all the dangers that that term implied. With that fear removed thousands who voted for McKinley, or for the Indianapolis ticket, in 1896, would vote for the democratic candidates in 1900.—The Richmond Times (dem.)