

THE OMAHA DAILY BEE.

B. ROSEWATER, Editor.

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Table with 2 columns: Circulation category and Number. Includes Total, Less unpaid and returned copies, and Net total sales.

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Subscribed and sworn before me this 1st day of January, A. D. 1900.

(Seal) M. B. HUNGATE, Notary Public.

The new school board starts in with an investigation. It is to be hoped that the whitewash bucket and brush have not been inherited.

It will be in order for the new inmates of the county court house to register again the old complaints about the inconvenience of log-motors for elevator power.

A public office which is a gold mine is not always profitable to the incumbent. In milling the product too much of the gold is apt to find its way into the tailings.

The city has decided to buy a ticket of admission to the municipal ownership test, but there are so many doubts, with varying seat prices, that it has to inquire which one to enter first.

Twenty-five thousand men in Pittsburgh, who have just had their wages raised, start in the new year with ample reason for swearing off voting the democratic ticket, if they ever acquired the habit.

Various local corporations which are holding their annual meetings are all hearing the same story in the reports of their officers that the year 1899 has proved one of the best, if not the best, in all their existence.

It is hardly possible that the destructive break in the water main on Harney street was due to the inroads of electrolysis. At any rate it would be interesting to read a report of the city electrician on the subject.

And Allyn Frank is the man whom John L. Webster, Cadet Taylor, Jim Winspear and all the other unsavory un-patriotic leaguers were so anxious to foist upon the republican ticket as a candidate for re-election.

There is no doubt about the Boers being behind the times and nonprogressive. They have not yet learned the value of a typewriter in war. When it comes to the use of the rifle, however, they are well up toward the front.

With all the election machinery of the state in their control the democratic cry of fraud in Kentucky is decidedly fishy as an excuse for the defeat of their party. It is the old cry of "stop thief" to prevent the searching of their own pockets.

Allen's statement that Byrnes did not aid him in securing the senatorship has evidently been filed away in the archives of the popocratic organ for future reference. Time will add a due collection to the relief of disappointed senatorial ambition.

Governor Poynter has issued a public statement saying that he will decline positively to interfere in behalf of the popocratic claimants for the revival of the old Herbrand police commission. Now for the Herbrandites to point to this as another instance where the sting of ingratitude has been getting in its work.

The seizure of the district clerk's office by the bondsmen of Allyn Frank is simply what was to have been expected. But what would have happened had Frank been re-elected and given an opportunity to make a sham settlement with himself by which his lease of official life would have been extended another four years?

The Great Northern railroad has established a general passenger office at Sioux City by which business for its newly acquired lines will be handled. If the traditions of that road may be taken as a criterion for the future we may expect soon to hear considerable noise in that quarter, for it is the habit of the Great Northern to make tariff rates to suit itself and without the aid and consent of any other road on earth.

THE DELAGOA BAY SEIZURES.

Having been officially informed by the American ambassador to England of the seizure of American merchandise near Delagoa bay by the British, our government has instructed its ambassador to inform the British government that the United States cannot admit the right to seizures in these cases. What ground our government takes in support of this position is not indicated in the dispatches and perhaps will not be disclosed until the British government replies to the American statement. This may be received within a short time, because it is probable the British government is disposed to promptly acquit the world with its views in regard to its rights in this very important matter, while also anxious to avoid causing any irritation to this country, which might result from protracted delay in responding to the American representation.

A more or less prolonged diplomatic controversy is not altogether improbable, yet it is by no means unlikely that the British government will simply endeavor to justify its course by alleging that the merchandise seized was destined for the Transvaal and that it will express its willingness to pay for the same whatever it is valued at. This alone, however, it seems safe to assume, would not be entirely satisfactory to our government, which it is to be presumed will ask ample assurance that there will not be a recurrence of such seizures. Otherwise the denial of the right to make them is of little or no consequence. That Great Britain has the right to seize merchandise recognized by all nations as contraband of war is unquestionable, but that she may at her pleasure arbitrarily decide other articles, as provisions, to be contraband, merely on the ground that they are consigned to a port from which they may reach her enemy, is a very different matter. There is no doubt that under some conditions provisions become contraband, and when surrounding circumstances make it reasonably clear that they will be used for purposes of warfare. Our own supreme court has held that provisions, although the property of a neutral, become contraband on account of the particular situation of the war, or on account of their destination. If destined for the army or navy of the enemy, or for his ports or naval or military equipment, they are deemed contraband. The British government itself has held that provisions are not necessarily to be regarded as contraband of war even when consigned to the port of belligerent. The test must be, according to an eminent British authority, "whether there are circumstances relative to any particular cargo or its destination, to displace the presumption that articles of this kind are intended for the ordinary use of life and to show, prima facie, at all events, that they are destined for military use." The British government will undoubtedly find it very difficult to show, should it make such contention, that the American flour seized was destined for military use.

The position taken by the United States, denying the right of Great Britain to seize American merchandise such as was taken near Delagoa bay, will have a tendency to make Germany more firm in her attitude regarding this matter, a second German vessel having been seized at Delagoa bay. If it be true, as reported on German authority, that these vessels contained nothing contraband, Germany and the United States have a common cause and may be expected to stand together in insisting upon the protection of their commercial interests thus assailed.

FOOLHARDY ASSAULT.

The Omaha Commercial club is in a fair way of being drawn into the dragnet of what may be called the destructive element of Omaha. This is manifest in the onslaught upon Assistant Secretary of War Melkielehn under pretext of heading off the removal of army headquarters from Omaha and the establishment of an army supply depot in this city. In an article published with malignity and full of misstatements the World-Herald arraigns the assistant secretary of war as being a party to a plot to convert the old postoffice building into an Indian supply depot and to locate the army headquarters in the west wing of the new public building at the risk of losing the military headquarters to Omaha.

It goes without saying that this outbreak of pretended indignation would never have been heard if the army headquarters were located in the New York Life building and the rental went into the coffers of a foreign corporation instead of being distributed in Omaha. Whether the Commercial club proposes to lend itself to such contemptible warfare remains to be seen. Suffice it to say that army headquarters have been maintained in Omaha for thirty years, although not located in a government building. They would not remain forty-eight hours in Omaha if they were located in a government building and the War department officials were to reach the conclusion that Omaha has ceased to be a desirable location for quartering troops and distributing army supplies. The talk about taking headquarters to Kansas City or St. Louis is absurd. Missouri's representation in congress is practically solidly democratic. Both senators and twelve out of fifteen congressmen are democrats, and hence the pressure from that quarter would amount to nothing unless the exigencies of the military establishment required a relocation of the department headquarters.

Assistant Secretary Melkielehn's rank offense in the eyes of the popocratic jackass seems to be that he had forwarded a bill for the establishment of an army supply depot that contemplated the final location of army headquarters in the new federal building. In that respect Mr. Melkielehn only seeks to further the legislation that is bound to come. Contracts for the west wing of the building will be let within sixty days and its completion within twelve to eighteen months is an assured fact. What is to go into the

building when completed? Will the government consent to have it remain vacant? Is there any official use for it other than the army?

But the Commercial club, we are told, has concluded to follow the policy of the destructionists. It is asserted by the World-Herald that the club in defiance of the advice of the war office proposes to force through a bill providing for a \$50,000 appropriation for the proposed purchasing supply depot. We make bold to assert that such a bill will never pass either house of congress. In the first place no bill relating to the army, will be introduced. In the next place no appropriation that is not absolutely essential will be made in front of a presidential election. Lastly, no such bill would run the gamut of opposition from rival cities, which would also clamor for the same thing. The only bill that had a ghost of a chance to be smuggled through was the one recommended by Assistant Secretary Melkielehn because it carries no appropriation.

We doubt, however, whether anybody in the Commercial club outside of three or four millionaires have given consideration to the foolish assault on Assistant Secretary Melkielehn, or whether any member outside of this circle would be foolhardy enough to advocate a course that must inevitably thwart the object for which the club is aiming.

A PERPLEXING QUESTION.

The question as to a financial policy suited to the new possessions is likely to prove somewhat perplexing. The American Economic association has been considering the matter and the report of its committee will doubtless receive due attention at Washington. This proposes that the revenues derived from the colonies shall be devoted to the use and benefit of those who pay them, that is, to the colonies themselves; that where there is any chance to develop external trade the duties levied on it should be very light and designed for revenue only, and that the natives should be given as large a share as practicable in the administration, with the understanding that the agents of the United States shall have final control, such agents to be chosen solely with reference to their ability and character.

These are all good suggestions. It will certainly be alike necessary and expedient, at least for a number of years, to apply the revenues of the new possessions to internal improvements, of which they are much in need. It may be doubted whether the revenues will ever be more than sufficient for this purpose. As to developing trade the policy will be determined by the political relations of the possessions to the United States. The "open door" will be observed so far as the Philippines are concerned, but they may ultimately have free trade with the states. It is the already declared policy to give the natives a liberal share in administration and this will be adhered to. The suggestions of the Economic association are in line with the best public opinion.

DEMANDS ON BRITISH SHIPPING.

The requirements of the British government for the transportation of troops to South Africa are already unfavorably affecting British shipping interests and the ultimate injury to the trade of the country must be very considerable. The best part of the British steamships engaged in the passenger and express freight traffic have been called into service as army transports and will be kept out of their regular lines for many months. Thus British merchants and manufacturers will be compelled to use the vessels of other countries to carry on their trade, a necessity that can hardly fail to result in their disadvantage. Just as it is to our disadvantage to carry on our foreign commerce in the ships and under the flags of other nations.

Referring to this situation the well known shipbuilder, Mr. Cramp of Philadelphia, says that the Germans, whose position in the ocean-carrying trade has been steadily growing, will find Great Britain's troubles their opportunity. They will make every effort to gain and hold the utmost possible amount of patronage in the ocean shipping business which has long been the special pride of England and a great source of wealth to that country. In view of the fact that Germany has made marked headway in this direction while England was at peace it is most reasonable to suppose that she will make greater progress now that her rival is at war and compelled to withdraw many of its best ships from the mercantile service.

This is one of the developments of the South African conflict which the British did not foresee, because they had no idea of the magnitude of the task that was before them. It was believed that an army of 75,000 in the most wretchedly insufficient to equip the Boers, whereas there will soon be 200,000 British troops in South Africa and this number may prove to be insufficient.

With a trust-consolidating attorney general who smashes one every morning for exercise before breakfast, the corporate combinations are supposed to have a hard row ahead of them in Nebraska. No indications are evident, however, that the combines are preparing to take to the storm cellar and it is hardy to believe that "know where they are at" better than the public suppose.

His honor, Mayor Moore, is quoted by an eastern paper as pondering that the population of Omaha in the year A. D. 2000 will be 750,000. While the foresight of the mayor has never been put to a severe test his prophecy in this case is no more bold and remarkable than was the prediction in 1824 that the Omaha of 1850 would have a population of 150,000.

It is a shame that a personal squabble over the merits of the two men of highest rank concerned in the naval battle at Santiago should be the means of withholding the rewards due to the

other officers and men of the fleet. Of all the men who participated in the war, none deserve better than Captain Clark of the Oregon and Commander Wainwright of the Gloucester. Through the advancement of others Captain Clark actually ranks two numbers lower now than he did when the war broke out. It is high time that petty jealousies should go to the rear.

There are various rumors to the effect that the ice dealers have formed a solid compact, the object of which is to control the supply and price of ice to local consumers the coming season. This of course would be a combination in restraint of trade. It may be combated in two ways—one is for private enterprise to pack ice in large quantities and thus oppose the trust, and another is for the attorney general to bring an action at the first opportunity to get proof of a pool for the maintenance of excessive prices.

Senator Pettigrew has asked the War department for information as to how hostilities commenced between the United States and the Philippines. If the War department does not accommodate him, Private Grayson, late of the First Nebraska, can tell the senator all about it. To use Grayson's words, "It was me or the Filipino, and it wasn't me."

The reassignment of the judges of the district court for this district with three equity dockets, three law dockets and one criminal docket gives renewed evidence of the fact that seven judges are at least too many for the business which the court is called upon to prosecute, even after all the judges take four or five months' vacation a year.

Attacking Assistant Secretary of War Melkielehn is not a very promising way for the Commercial club to go about securing an army supply depot, especially when that official is in position to do so much for Omaha in its efforts to secure that concession. Denouncing a man while asking favors of him is hardly good policy.

A statement from Senator Allen has been distributed by the Associated Press in which he says he is on the best of terms not only with Colonel Bryan, but also with the disappointed candidate for the senatorship, Hitchcock's paper, however, does not even deign to print the dispatch. Can it be Senator Allen is mistaken?

In spite of the extraordinary expenditure entailed by the war in the Philippines and maintaining an increased army, the balance sheet of the national treasury is on the right side. No other evidence is necessary to prove that these are not democratic times.

THE "SIGN" OF PEACE.

England's trouble with Germany cannot become serious. Emperor William recently wrote in the queen's autograph album.

Where Fiat Money Rates. Globe-Democrat. After a course of propeptic laws sold in the Argentine Republic is quoted at 227. The country is independent of the rest of the world to this extent, no more.

FILLING UP WITH CORN.

St. Paul Pioneer Press. The Boers are buying American corn. Considering what these people are when confined to their native diet, it is appalling to think what they will be when they are full of corn—and the Yankee brand at that.

INDIA RIFE FOR TROUBLE.

Philadelphia Times. England's greatest danger is in India. The 257,000,000 people of that vast peninsula are watching the progress of events in South Africa with the keenest interest. Every man of them, outside the office-holding class, dreams of the same independence that the Boers are fighting to maintain.

THERE'S THE RUB.

Washington Post. Can congress provide a form of government for those islands or any part of them without thereby making them an integral part or parts of our union? The weight of judicial opinion is on the negative side of that inquiry. It is the most serious fact in the whole matter of expansion. And if it should turn out that our constitution provides no means whereby our congress can legislate for the inhabitants of the Philippines and the Solos without making their inhabitants citizens, the most serious fact there will be urgent need of amending the constitution either in the regular way or by interpretation.

COSTS BIG MONEY.

Expense of Assimilating the Boers Piling Up at a Lively Rate. Springfield (Mass.) Republican. The estimated cost of the Boer war is now placed at \$300,000,000 in London. This is about six times the original estimates and is based upon the assumption apparently that the war will be rushed to a speedy conclusion as soon as the reinforcements now being recruited and forwarded have arrived. If the march to Pretoria should be a costly one, the cost will undoubtedly rise considerably above the stated figure. It is far the most expensive conflict, reckoned day by day, that England has ever been engaged in. The remoteness of the army from the chief base and the immense shipping service required contribute to make the war a financial prodigy in English history.

The contributions of wars to the British national debt since the close of the Seven Years war have been as follows: The first war, 1757-1762, cost \$41,100,000; the second, 1793-1802, cost \$1,439,000,000; the third, 1803-1815, cost \$1,439,000,000; the fourth, 1815-1816, cost \$1,439,000,000; the fifth, 1816-1817, cost \$1,439,000,000; the sixth, 1817-1818, cost \$1,439,000,000; the seventh, 1818-1819, cost \$1,439,000,000; the eighth, 1819-1820, cost \$1,439,000,000; the ninth, 1820-1821, cost \$1,439,000,000; the tenth, 1821-1822, cost \$1,439,000,000; the eleventh, 1822-1823, cost \$1,439,000,000; the twelfth, 1823-1824, cost \$1,439,000,000; the thirteenth, 1824-1825, cost \$1,439,000,000; the fourteenth, 1825-1826, cost \$1,439,000,000; the fifteenth, 1826-1827, cost \$1,439,000,000; the sixteenth, 1827-1828, cost \$1,439,000,000; the seventeenth, 1828-1829, cost \$1,439,000,000; the eighteenth, 1829-1830, cost \$1,439,000,000; the nineteenth, 1830-1831, cost \$1,439,000,000; the twentieth, 1831-1832, cost \$1,439,000,000; the twenty-first, 1832-1833, cost \$1,439,000,000; the twenty-second, 1833-1834, cost \$1,439,000,000; the twenty-third, 1834-1835, cost \$1,439,000,000; the twenty-fourth, 1835-1836, cost \$1,439,000,000; the twenty-fifth, 1836-1837, cost \$1,439,000,000; the twenty-sixth, 1837-1838, cost \$1,439,000,000; the twenty-seventh, 1838-1839, cost \$1,439,000,000; the twenty-eighth, 1839-1840, cost \$1,439,000,000; the twenty-ninth, 1840-1841, cost \$1,439,000,000; the thirtieth, 1841-1842, cost \$1,439,000,000; the thirty-first, 1842-1843, cost \$1,439,000,000; the thirty-second, 1843-1844, cost \$1,439,000,000; the thirty-third, 1844-1845, cost \$1,439,000,000; the thirty-fourth, 1845-1846, cost \$1,439,000,000; the thirty-fifth, 1846-1847, cost \$1,439,000,000; the thirty-sixth, 1847-1848, cost \$1,439,000,000; the thirty-seventh, 1848-1849, cost \$1,439,000,000; the thirty-eighth, 1849-1850, cost \$1,439,000,000; the thirty-ninth, 1850-1851, cost \$1,439,000,000; the fortieth, 1851-1852, cost \$1,439,000,000; the forty-first, 1852-1853, cost \$1,439,000,000; the forty-second, 1853-1854, cost \$1,439,000,000; the forty-third, 1854-1855, cost \$1,439,000,000; the forty-fourth, 1855-1856, cost \$1,439,000,000; the forty-fifth, 1856-1857, cost \$1,439,000,000; the forty-sixth, 1857-1858, cost \$1,439,000,000; the forty-seventh, 1858-1859, cost \$1,439,000,000; the forty-eighth, 1859-1860, cost \$1,439,000,000; the forty-ninth, 1860-1861, cost \$1,439,000,000; the fiftieth, 1861-1862, cost \$1,439,000,000; the fifty-first, 1862-1863, cost \$1,439,000,000; the fifty-second, 1863-1864, cost \$1,439,000,000; the fifty-third, 1864-1865, cost \$1,439,000,000; the fifty-fourth, 1865-1866, cost \$1,439,000,000; the fifty-fifth, 1866-1867, cost \$1,439,000,000; the fifty-sixth, 1867-1868, cost \$1,439,000,000; the fifty-seventh, 1868-1869, cost \$1,439,000,000; the fifty-eighth, 1869-1870, cost \$1,439,000,000; the fifty-ninth, 1870-1871, cost \$1,439,000,000; the sixtieth, 1871-1872, cost \$1,439,000,000; the sixty-first, 1872-1873, cost \$1,439,000,000; the sixty-second, 1873-1874, cost \$1,439,000,000; the sixty-third, 1874-1875, cost \$1,439,000,000; the sixty-fourth, 1875-1876, cost \$1,439,000,000; the sixty-fifth, 1876-1877, cost \$1,439,000,000; the sixty-sixth, 1877-1878, cost \$1,439,000,000; the sixty-seventh, 1878-1879, cost \$1,439,000,000; the sixty-eighth, 1879-1880, cost \$1,439,000,000; the sixty-ninth, 1880-1881, cost \$1,439,000,000; the seventieth, 1881-1882, cost \$1,439,000,000; the seventy-first, 1882-1883, cost \$1,439,000,000; the seventy-second, 1883-1884, cost \$1,439,000,000; the seventy-third, 1884-1885, cost \$1,439,000,000; the seventy-fourth, 1885-1886, cost \$1,439,000,000; the seventy-fifth, 1886-1887, cost \$1,439,000,000; the seventy-sixth, 1887-1888, cost \$1,439,000,000; the seventy-seventh, 1888-1889, cost \$1,439,000,000; the seventy-eighth, 1889-1890, cost \$1,439,000,000; the seventy-ninth, 1890-1891, cost \$1,439,000,000; the eightieth, 1891-1892, cost \$1,439,000,000; the eighty-first, 1892-1893, cost \$1,439,000,000; the eighty-second, 1893-1894, cost \$1,439,000,000; the eighty-third, 1894-1895, cost \$1,439,000,000; the eighty-fourth, 1895-1896, cost \$1,439,000,000; the eighty-fifth, 1896-1897, cost \$1,439,000,000; the eighty-sixth, 1897-1898, cost \$1,439,000,000; the eighty-seventh, 1898-1899, cost \$1,439,000,000; the eighty-eighth, 1899-1900, cost \$1,439,000,000.

ALBION'S RIFLED FRONT.

Baltimore American. John Bull must admit that Uncle Sam has had the heroic generosity to refrain from saying: "I told you so."

Trotter Journal. The Boers have been heavily loaded with plum pudding into Ladyship. But this does not necessarily show a friendly disposition. They may not be as good as mother used to make.

Indianapolis News. Firing empty shells containing messages and the compliments of the season seems to be the only job the Boers have. It is being worked pretty hard but the likelihood of delivery each time prevents it from becoming a staple.

Baltimore Sun. England is gently reminded that if flour is contraband of war the fact may be inconvenient for herself some time, as in case of necessity she will have to look to the United States for her flour supply. There is nothing so effective in an argument as a bit of self-interest in the logic.

Chicago Times-Herald. Reports backed by the very best authorities disclose the fact that 5,000 skilled European officers and men are now collected in Pretoria. This force is up-to-date in the use of modern artillery. The Boers are, however, well equipped on the British by the Boers. As the war continues the exemplary preparations made by the crafty Dutch are brought to light every day, with striking contrast to the sad intelligence of the men at the helm in London.

Philadelphia Press. English volunteers are not taking kindly to the recruiting service for South Africa. These recruits, analogous to our National guard, are maintained for home defense and are almost solely composed, as to rank and file, of clerks, young professional men and shopkeepers. They are not, however, in a far distant field is particularly objectionable to those who are not in sympathy with the foreign office policy, while to thousands of others it becomes a question of patriotism or fealty to home ties and dependent families. It is a question that may yet concern England to a greater extent than it does now, according to cable reports.

PERSONAL AND OTHERWISE.

Quite a number of Englishmen who are now known to have only as the husbands of American hostesses are going to South Africa to make reputations for themselves.

Erastus Franklin Holden, whose death occurred at Syracuse, N. Y., last week, began his career as a student of the good business and amassed a fortune. He gave the Holden Observatory to the University of Syracuse.

The story that General Joubert served under Stonewall Jackson in the Southern army turns out to be a fair tale, but the "Charleston (S. C.) News and Courier credits him with fighting "like a confederate," all the same.

The people of Beveridge, Kan., invited Senator Beveridge to lecture in their town the other day, but received the following reply to their invitation: "I beg to say that it is not my present or ultimate intention to enter the lecture field."

The highest ranking officer of the United States navy is the admiral of the fleet, Admiral George Dewey. He is now in command of the fleet at Manila. He is a native of New York and was born in 1837. He served in the Civil War and was one of the four rear admirals retired annually. During 1901 Rear Admirals McNaair and Schley will give up active service.

Though William M. Everts has retired from any active part in the public life of his country, his name still has a great deal to do with much to his efforts. For over a generation he was regarded as head of the New York bar. He is living quietly in New York City. Western men who claim intimate knowledge of the subject declare that Senator Clark of Montana has an income of about \$100,000 a year. He is a native of New York and was born in 1837. He served in the Civil War and was one of the four rear admirals retired annually. During 1901 Rear Admirals McNaair and Schley will give up active service.

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ECHOES OF OUR WAR.

Reports from Washington insinuate that General Wheeler, now in London, has a large grievance against the powers that be in that section, and has unfolded to the chapters of his tale to his friends and friends at the national capital. The substance of his tale is his inability to break into a fight. He does not get hot, quivering Filipino for breakfast or a flagon of rich brown gore for dinner. There are an abundance of trees there, but it is useless to climb them. His vision would range over a pastoral scene wrapped in a melancholy atmosphere of peace. Truly the spoil of an expedition that promised much glory is pitifully absent, and our Joe is obliged to assume his grief by hitting the typewriter.

A Washington dispatch to the Chicago Record mentions an General Wheeler's plaint as follows: "There is, without doubt, a distinct prejudice against General Wheeler in the regular army. He is regarded as a political general. He insists upon retaining his seat in congress and his commission in the army at the same time, which is considered improper in the regular army, and there is a feeling also that the little general is in the army for political reasons. The regular officers feel about him very much as the members of a medical association would feel about a doctor who having retired from the profession and spent the greater part of his life in the Philippines should endeavor to secure the patronage of their most profitable patients."

It is said that General Wheeler's latest messages to the president, which are sent through a colleague in congress, were severely critical in the comments upon the management of the campaign in the Philippines and reflected directly upon his superior officer, General Otis. If that were true of any other officer he might be subject to court-martial, but, as I have suggested, General Wheeler is allowed liberties that are not enjoyed by other officers. It is said also that General Wheeler applied to the president for the president for advice as to his future plans. He said that if his services were not needed in the Philippines he would return to Washington and resume his seat in congress, where he might be more useful in the president in promoting his expansion policy, but if he were retained in the Philippines he wanted active service and not garrison duty. It is understood that the president has allowed this letter to remain unanswered, but has indirectly endeavored to gratify General Wheeler's ambition to chase the Philippines, leaving his assignment, however, entirely to the discretion of the war department. He has, however, intimated a preference for General Wheeler's return to congress, and is reported to have said that his presence at Manila was a continual embarrassment to the army.

The foot race now at its height in London causes some embarrassment to participants because of the great scarcity of roads or trails. It is possible to find one occasionally in the daytime; at night there is but one reliable means of deciding whether one is on a road or in the woods. A correspondent tells of a party of soldiers journeying toward Inns at night. They were in doubt as to whether they were on the right road or had wandered away from it. "If you are in the woods," said the correspondent, "you are in the woods. If you are on a road or in the woods, you are on a road or in the woods. A correspondent tells of a party of soldiers journeying toward Inns at night. They were in doubt as to whether they were on the right road or had wandered away from it. "If you are in the woods," said the correspondent, "you are in the woods. If you are on a road or in the woods, you are on a road or in the woods. A correspondent tells of a party of soldiers journeying toward Inns at night. They were in doubt as to whether they were on the right road or had wandered away from it. "If you are in the woods," said the correspondent, "you are in the woods. If you are on a road or in the woods, you are on a road or in the woods. A correspondent tells of a party of soldiers journeying toward Inns at night. They were in doubt as to whether they were on the right road or had wandered away from it. "If you are in the woods," said the correspondent, "you are in the woods. If you are on a road or in the woods, you are on a road or in the woods. A correspondent tells of a party of soldiers journeying toward Inns at night. They were in doubt as to whether they were on the right road or had wandered away from it. "If you are in the woods," said the correspondent, "you are in the woods. If you are on a road or in the woods, you are on a road or in the woods. A correspondent tells of a party of soldiers journeying toward Inns at night. They were in doubt as to whether they were on the right road or had wandered away from it. "If you are in the woods," said the correspondent, "you are in the woods. If you are on a road or in the woods, you are on a road or in the woods. A correspondent tells of a party of soldiers journeying toward Inns at night. They were in doubt as to whether they were on the right road or had wandered away from it. "If you are in the woods," said the correspondent, "you are in the woods. If you are on a road or in the woods, you are on a road or in the woods. A correspondent tells of a party of soldiers journeying toward Inns at night. They were in doubt as to whether they were on the right road or had wandered away from it. "If you are in the woods," said the correspondent, "you are in the woods. If you are on a road or in the woods, you are on a road or