

LITERARY NOTES.

McCutcheon, the cartoonist on the Chicago Record, is making a name for himself. One of his late ones shows Bryan taking a walk up Wallstreet. The brokers, in a panic, are climbing up lamp posts and gazing timidly out from behind half-closed doors, while Bryan trams a deserted street with the air of a Roman conqueror.

Miss Jeavette Gilder, the book reviewer of The World and for the Chicago Tribune, has gone abroad and has observed that French and English women who write books and criticisms wear chic gowns the and air grand. She is attempting, in an antique and creaky way, to follow them—but style cannot be learned in a moment any more than cooking, and she is not making much of a go at it.

Willis John Abbott's sketch of Mr. Bryan in the August Review of Reviews is from a friendly point of view. As such it is a curiosity of current literature.

TALENT NOT APPRECIATED.

Men of Distinction Frequently Laughed at by Their Contemporaries.

In the recent memoirs of Dean Buckland an amusing picture is given of the antipathy felt fifty years ago by the old classical scholars at Oxford to the new scientific learning. They described it as "mischievous and absurd." When Buckland once went to Rome for a long vacation one of the elder dons is said to have exclaimed: "Well, Buckland has gone to Italy. Thank heaven, we shall hear no more of his silly geology."

Learned men do not always appreciate the achievements of their fellows. It is said that a friend brought Milton's "Paradise Lost" to a great Scotch mathematician, who remarked when he had finished it:

"It's verra pretty, but, mon, what does it prove?"

An American, who stated recently in a London club that he was going to Enfield in search of the grave of Charles Lamb was astonished to hear him contemptuously described by an English statesman as "a flighty writer of silly papers, in which there was no mention of political questions of his day."

Paganini, while in England, was mentioned by a great jurist in a letter as "poor fiddler who had driven the town mad with his squeaks and scrapes," and he, no doubt, would have described his critic as soulless and deaf to the highest expression of emotion.

An anecdote is told of Henry Clay in the zenith of his popularity and fame. Meeting an old schoolmate at a reception, he expressed regret that another friend, a mutual acquaintance, whose career promised to be brilliant, had given up his life to the raising of pigs and making a fortune. The friend presently met the gentleman referred to, who exclaimed, with a shake of the head:

"Poor Henry Clay! He might have made a good stock grower and be a comfortable planter now if he had not wasted his time in politics."

PORT ARTHUR IS DIFFERENT.

England Is Willing for Russia to Have What She Doesn't Want.

Now, we have always held that Russia is entitled to an ice-free port in the Pacific, says the London Chronicle. It is out of the question that so colossal an undertaking as the trans-Siberian railway could be allowed to end in a remote harbor frozen for five months in the year. Mr. Balfour, we were glad to see, declared that the government would put no obstacle in the way of such an acquisition by Russia. All this, however, refers to Port Lazareff, on the eastern coast of Corea, or some place in the immediate neighborhood, upon which Russia has for long been known to have her eye. Port Arthur is a very different thing. Russia took the lead in coercing victorious Japan out of Port Arthur on the ground that the presence of Japan there would give the latter a dangerously preponderating

influence upon China. A thousand times more will the influence of Russia there be dangerous for the trade and policy of other countries, for the possession of Port Arthur is a hand upon the throat of China, which can be tightened to suffocate her at any moment. Moreover, England is the only country which throws her possessions open to the trade of the world. Port Arthur in Russian hands will of course be carefully restricted to Russian commerce. The harbor is a splendid one. The fortifications manned by Russians would be absolutely impregnable, and thus Russia would have in the far east a naval base which would instantly make her the mistress at sea of that part of the world. In fact, with Russia firmly settled at Port Arthur, with the trans-Siberian railway behind her, the influence of other powers upon China may be regarded as gone, and the advance of Russia from her northern frontier toward Pekin would be merely a matter of time.

AFRICA, ENGLAND, GERMANY.

Letter Wants the Forest in the Basin of the Upper Congo.

The object of Germany at the present moment is to connect her eastern and southwestern African possessions, says the Quarterly Review. To do this she desires to possess the forest in the basin of the Upper Congo—a region which is rich in copper. If she could obtain this territory from the Congo state and a narrow strip of land from Portugal she would realize her aim; and if she gets possession of the forests on the Lualaba and the Katanga copper mines her colonies may become to her a great source of wealth. England should definitely make up her mind as to the attitude she will assume toward this policy. If she opposes it Germany will become a persistent enemy. On the other hand, if she supports it Germany should agree not in any way to interfere with England south of the Zambesi and support her heartily in Egypt. The increase of German prosperity at home is also an advantage to us. As Germany becomes richer she will become a better customer and less jealous of the political position. The wages of German artisans must go up and consequently Germany will be less able to undersell us in the open markets of the world. We have now come to a state of things as regards the German empire when we must either come to terms with it or drift into a position which will certainly lead to danger. The Germans, if they are to maintain their possessions beyond the sea, must either be sure of the friendship and good will of England or else they will endeavor to break down her power on the ocean. Since the beginning of this year every corner of the empire has rung with the most violent denunciations of this country. The newspapers, with the almost solitary exception of the Weser Zeitung, have given expression to feelings of bitter hostility. Organs of opinion usually the most opposed have vied with each other in their violence of language. This ill feeling to Great Britain, as we have said, has not been a growth of recent times. It is now strengthened by a growing conviction that the position of England in the world is undeserved, artificial and cannot be maintained if it is seriously menaced. This view has been fostered by distinguished historians and men of letters, who exercise a powerful influence on the youth of the country, on the guides of public opinion, on writers in the principal periodicals and journals who indirectly shape the policy of the cheap newspaper, which is the gospel of the village inn.

Temperature of the Ocean.

Members of the United States hydrographic survey located at the Faros islands have been making some interesting experiments in their efforts to ascertain the temperature of sea water at great depths. At a depth of 400 fathoms (2,400 feet) the uniform temperature was 45 degrees, and at 500 fathoms (3,000 feet) it was 32 degrees. The most interesting fact established by these inquiries is that even at a freezing temperature there is an abundant variety of animal forms—even greater than in the shallow water where it is much warmer.

G. A. R. ANNUAL ENCAMPMENT AT ST. PAUL, MINN.

The Burlington will sell round trip tickets at \$9.90. Dates of sale August 30 and 31; limit September 15. Extension of limit can be had to September 30 by depositing ticket with joint agent at St. Paul. For full information as to route, extension, etc., apply at B & M. depot, or city office, corner Tenth and O streets, Lincoln, Neb.

George W. Bonnell, C. P. & T. Agt. Aug. 31.

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Remember the Union Pacific will run a special train for the Beatrice Chautauqua, Sunday, June 28. Rev. Robert McIntyre of Denver will preach in the morning. Train leaves Lincoln 8:30 a. m., returning leave Beatrice 7 p. m. Fare only 90 cents for the round trip.

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