

The Britishers' Sentiment Towards Americans

By RIGHT HON. GEORGE WYNDHAM.



THE sentiment of the British toward Americans is something much warmer and closer than friendship. If we do not call it love it is because we are chary of using that word even in the domestic circle. We feel that protestations of love are out of place between grown-up men who are related by blood, proud of that relation, and fond of those to whom they are bound by it.

In such cases we prefer to prove the worth of our sentiment by action if and wherever occasion calls for action. Meanwhile we are too chary of talking about it. But it is there all the time.

In the second place, there is not "a good deal of gush about it." On the contrary, we err on the side of silence. We take things too much for granted and assume that our attitude is understood. We are not too idle, but too shy to express it in words. And we are shy just because the feeling is so intimate.

Oriental Woman as Ideal Wife

By EDMUND RUSSELL.

The oriental woman is the most restful in the world.

One cannot know the oriental woman by effort—there are no opportunities save by living in the orient and asking no questions.

Then the realization of all she is gradually quickens and dawns and possesses until she seems to be the most perfect complement of the life of man—that is, of the tired man.

Sir Edwin Arnold, Lafcadio Hearn and Pierre Loti were all tired men.

And there are many others who never raise their heads from the nirvana under the swing punkah to tell their lotus dreams.

The culture of these men was broad. Their experience wide. Their natures lofty. Their choice unlimited.

When Sir Edwin Arnold's relations remonstrated with him, he always simply replied: "She rests me."

The missionaries would try to insinuate some life of harem-like sensuality.

This is not true.

The meddling societies fall back on the old Balzacian notion that all a literary man wants for a wife is an illiterate woman who is a good cook and knows just enough to find his slippers—a sort of Marguerite married-and-settled who plays the *de-a-ex-machina* that he may be left alone to commune-with Helen of Troy in his poems.

But this also does not fit, for the oriental woman is in no way illiterate; nay, even if she knows not to read or write, she holds the "higher education" of thousands of years, when we were savages, and though she has attained by different process she has attained.

It is her heritage of centuries of holiness, reverence, poetic thought, handed down by those who knew the paths of power attained in the silence.

She is like a flower of the forest and has unfolded without our effort and struggle. The sectional bookcase of her mind was not purchased.

But she must keep oriental and live in seclusion even if the poet bring his treasure home—her veils must not be lifted to the crowd or the bloom will be brushed from the lily.

Put her into corsets, tight boots, high heels and the strenuous, and they will soon have her lecturing at woman's clubs on "Woman Is No Rest-Cure for Man!"

She has always been taught the holiest thing in the world is for a woman to be absorbed in her husband, to be both goddess and slave.

It is difficult for her to adapt herself to dead level of equality.

Physique and Mentality of the Future Man

By G. ELLIOTT FLINT, Physical Culturist and Author.

It is certain that our cerebral development is now far outstripping our corporal development, and that the danger of this one-sided progress is not half adequately recognized. Future man, we are told, will be great of brain and insignificant of body. There could be no such type, for too much is the size of the brain dependent on the strength of the body. Progressive cerebral evolution with progressive corporal retrogression would eventuate in such great physical feebleness that both the body and brain would die. Moreover, before this occurred, power of propagation would be lost where the brain too much exceeded the body in strength; and this would be a further check on an overbrained race.

Prof. Nicoforo, of the University of Brussels, has just concluded extensive researches into the causes of height. He found that an abundance of pure air and food favored growth more than did all other causes. The poor, that are so often ill-nourished, and the underfed French peasantry, are, as a rule, undersized. Furthermore, Prof. Nicoforo found that the size of the brain was proportional to the height of the man.

Now, if both corporal and cerebral growth depend so absolutely on the amount of air and food that we absorb, it follows that physical exercise, which enables us to appropriate the maximum quantity of these elements, must be a most powerful factor in developing brain as well as brawn—provided the brain also be exercised.

The bearing of the foregoing facts on the ultimate human type is most important. Those that continue to neglect their bodies that they may the more excessively develop their brains will, in the struggle for existence, at last be swept aside by those whose whole strength is better balanced.

Could the brain exist apart from the body, there would be excuse for neglecting the body. But not only is the brain's health absolutely dependent on the corporal part—it would be perfectly useless could not that part carry out its directions. Lastly, it is incredible that a weak human organism could endure amid the rigorous physical environment to which it is constantly subjected. Future man will, of necessity, be strong both in body and brain.

WILL BUILD IMMENSE TUNNEL

Longest in the World to Be on Central Pacific Railroad.

The boring of what will be the longest tunnel in the United States, and one of the longest in the world, has very recently been determined upon by the Central Pacific Railroad company.

Chief Engineer William Hood has finished plans and reports for the proposed gigantic air-shaft hole to be bored through the Sierra Nevada mountains in California a short distance west of the town of Truckee, Ariz.

The object of this great tunnel is to cut down the present mountain climb of 7,017 feet by fully 2,000 feet, and thus eliminate many of the present curves and much of the grade. Chief Engineer Hood's reports contain some modifications of his first series of surveys, made some years ago, and these will doubtless be approved by President Harriman as work it is expected, will very soon be commenced on this great tunnel.

It is estimated that the tunnel will cost not over \$10,000,000, and that among other things it will cheapen the annual expenses of operating trains over the mountain division by fully \$100,000. Being over 36,000 feet in length, the tunnel will be one of the longest in the world, and certainly the longest in the United States. The longest now in existence on this continent is the 16,000-foot bore in the Cascade range in Washington, on the Great Northern railroad—Technical World.

PROPER HANDLING OF TRUNKS.

Matter in Which There is Considerable Room for Improvement.

At the convention in Los Angeles of the railroad general baggage agents many subjects of an economic character were discussed—subjects of no especial interest to the general public. Such topics as the proper checking of corpses, the prorating of excess charges and the form of foreign checks are attractive to experts only. One of the delegates, however, incidentally referred to a matter which is of direct personal interest to everybody who travels with a trunk. He suggested the advisability of impressing train and station baggagemen with the necessity for exercising less muscle and more discretion in the ordinary handling of baggage. He said that there had been some improvement in this direction, but declared that there was room for a great deal more. In this conclusion the American traveler will concur. In these days of trains de luxe, upon which the traveler enjoys most of the luxuries of a first-class hotel, it is still true that the traveler's trunk receives little more than a cursory glance in the old times of uncomfortable day coaches and innumerable changes of cars. It is handled with a vigor and freedom which leave their marks upon it and which cause its owner to grieve.

Road Would Cost Much Money.

To build a railway connecting the Alaska coast with Sitka, Alaska would necessitate laying down about 3,000 miles of track. The chief obstacle is the Siberian tundra, which a train would have to cross before reaching Behrings Strait. Tundra is a native word signifying the vast expanse of swamp and marshland, interspersed with numberless stagnant lakes, which extends for thousands of miles across the arctic zone in Siberia. In summer time the tundra is like a wet sponge. Into which even a man sinks knee deep at every step, and consequently the natives seldom venture any distance from some avenue by lake or river. From May to October the settlements are completely isolated by this vast ocean of swamp. It is only in winter, when the tundra has been covered with a layer of hard-frozen snow many feet in depth, that these people are able to move from one place to another in a dog or reindeer sled. The tundra section of the proposed railway line is the de Windt, the explorer, estimates would cost about \$100,000,000, for every wooden cross-tie would have to be imported into this treeless country.

Bridge Will Be World's Wonder.

Plans have been perfected by the Canadian Pacific to construct a bridge near Lethbridge, Alberta, which will be an engineering wonder and probably will be ranked as one of the world's wonders. The plans call for a structure slightly more than a mile long and 200 feet above the water level. As compared with other bridges of the world: The Brooklyn bridge is no longer, and is no more than half as high. The world's longest bridge in England, which was built by Robert Stevenson 50 years ago, is only half as long and less than half the height. The Canadian Pacific bridge will span the Red River and is to be built for the purpose of shortening the route between Lethbridge and Macleod.

The Heaviest Passenger Train.

What is said to be the heaviest passenger engine ever built has been delivered to the Lake Shore & Michigan Southern railroad. It weighs 24,700 pounds, of which 170,000 pounds are on the driving wheels. The engine and tender weigh 402,700 pounds and the capacity for water is 7,500 gallons while that for fuel-coal is 15 tons. This powerful locomotive was designed as a step in the development of large passenger locomotives on the Lake Shore road, which began about seven years ago as a result of which this road has a series of successful designs.

HAS MUCH MEANING

THE TERM "STAND PAT."

It Meant a Great Deal More When Hanna Injected it into Politics and It Means More as the Years Roll By.

"That what does it mean to stand pat?" This is the question propounded in a double-headed and rather nervous editorial by the New York Mail of July 23. It is easily answered. To stand-pat means now precisely what it meant when Hanna injected it into politics five or six years ago. Mr. Hanna saw a country on the top wave of a sea of unparalleled prosperity and he said: "Stand-pat!"

He saw domestic production increasing at a tremendous rate. He saw domestic demand "stand-pat!" He saw domestic labor fully employed at increasing high wages. "Stand-pat!"

He saw increasing bank deposits increasing at the rate of half a billion dollars a year. "Stand-pat!" He saw railroads carrying more freight and passengers and building more miles of new road than ever before. "Stand-pat!"

He saw 10,000,000 farmers with added mortgages and a long period of 1893-97 and buying pianos and automobiles. "Stand-pat!"

He saw an internal trade amounting to twenty billions a year and growing very fast. "Stand-pat!"

He saw a foreign trade pass the two-billion mark and growing at the rate of \$200,000,000 a year. (It is now over three billions). "Stand-pat!"

He saw railroads carrying more and more of our agricultural and manufactured exports. "Stand-pat!"

He saw a big increase in our imports of all the quotable articles for use in manufacture and of dutiable goods of the competitive sort. "Stand-pat!"

He saw that the duties collected on imports were yielding more revenue for the government's increasing requirements. "Stand-pat!"

He saw the excess of exports over imports bringing to us annual trade balances averaging more than half a billion dollars. "Stand-pat!"

He saw in consequence a vast inflow of gold, which in the past ten years has added \$700,000,000 to our supply of yellow metal. "Stand-pat!"

He saw American securities held abroad sent back to aid in settling our favorable balances of trade, and the amount of American money sent abroad to pay dividends on foreign capital invested in this country reduced to less than half what it was ten years ago in a tariff revision period. "Stand-pat!"

He saw our tariff rates paying off its debts to foreigners and rapidly becoming the money center, as it has become the industrial center of the world. "Stand-pat!"

He saw, in short, the most extraordinary prosperity, the highest rate of wages, the highest standard of living that the world has ever known. So he said, "Stand-pat!"

Well, we saw five years ago is to be seen to-day on a much bigger scale. If he were living to-day he would again say, "Stand-pat!"

He did not say, nor does anybody now say, that the business men think that protection is a "hoop of iron," an inflexible, inexorable thing that will never permit of the change of a single tariff schedule. The Mail ought to know that. That is the stand-pat attitude. That is not what stand-pat means. To suppose it is to suppose a silly thing. Free traders and chronic tariff reformers ought to be given a moment's thought in the campaign. This is a stand-pat year. He will next year, and the year after that, and many years after that, we should all hope. When a different condition comes, and when the campaign is called for to promote the general good—when a decrease of some of the schedules and an increase of some of the schedules shall obviously work to the benefit of the country as a whole—then tariff revision should come and will come.

Should it come any sooner than that? The best statesmanship of the country says no. The business interests of the country say no. The wage earners of the country say no. That is what it means to stand-pat.

When the Test Came.

A Democratic contemporary makes the reckless assertion that "the declaration of Democratic policy is that tariff taxes shall be levied for revenue only strikes at the very root of the trust evil." It is well known that this has been the fundamental principle in Democratic doctrine ever since the party came into existence and is inserted in every platform. But we all know how it works. There are some lessons that burn through the brain, and this is one of them. Those who cannot forget it would that "tariff for revenue only" when given an opportunity for a test during the next administration. Cleveland's tariff struck at the root not of trusts, but of prosperity, that it paralyzed the entire commercial and industrial fabric of the nation, drove thousands into casual distress and bankruptcy and caused unparalleled misery and suffering. It is like the old story of burning the barn to kill the rats that are eating the corn. The rats were lost, but the rats escape and lay low for the coming of another barn. Day City Tribune.

SHALL BRYAN FIX THE TARIFF?

If He Gets the Chance Every Vestige of Protection will Be Eliminated.

Mr. Bryan is a free trader. In his latest generalised manifesto he says the tariff is one of the issues he will discuss hereafter. But this is not a question on which he is likely to change his record in the least, nor can he modify it essentially without violating all his Democratic precedent.

In all that he has said or written in the past Bryan has wholly condemned the principle of protection in a tariff. His most noted speech in congress was a long and elaborate argument against the protection in any schedule. He contended that the constitutional rights of the people forbid the inclusion in any tariff rate of a purpose to build up American industries or to protect American wages against open foreign competition. He held that a tariff should be based entirely on public revenue requirements, and that American manufacturing interests and the great majority of those who should adjust themselves as best they can to free trade and the wages. This is a fore trade and the Bryanites should not balk at the only term that squares with the Bryan position on the tariff. They are not tariff revisionists. All parties are for tariff revision as occasion arises. Republicans have revised protective tariffs again and again, but always kept them protective. Bryan and his party are against any protection.

In half a dozen words Bryan could have stated that he is now, as always, a free trader. He prefers to postulate a statement of his tariff position. If this delay could mean that he would consent to any protective schedule, he would be on Republican ground. He may juggle and beg for his tariff view, but multiplying words will not change his free trade intent. Business men should realize this fact. Wage earners should keep their eyes on the protectionist. With such a man at the head of executive affairs the policy would be to sweep away every vestige of protection, a policy that sweeps away everything he has ever said in discussing the tariff. A business upheaval would necessarily be the result. American industries would halt until they could steady their bearings in the markets and in margins of profit. With this condition would come a corresponding loss in the scale of wages and opportunities of employment.

Mr. Bryan is to retreat from his former paramount issue under cover of what he calls the quantitative theory of the money supply. He maintains that he has a right about free trade, but that an unexpected increase in the output of gold relieved the strain without lessening the soundness of his chief financial theory. Some quantitative things have happened since 1896. American industries and foreign trade also. Exports of American manufactures in the fiscal year just closed were about \$225,000,000. The total in 1896 was \$225,000,000. The quantitative jump in selling our manufactured products abroad has been 150 per cent. since Bryan made his cross of gold speech. Our exports of manufactures are much larger than in 1896 and cross the ocean in less time. With free trade they could pour in a mountain of foreign merchandise every week compelling our industries to close down and our workmen to hunt a new vocation. Mr. Bryan may defer talking about the tariff, but he can not change his spots.—St. Louis Globe-Democrat.

Southern Tariff Sentiment.

H. Clay Evans, nominated for governor by the Republicans of Tennessee, is not unknown to Iowans. He spoke in Grinnell, Burlington, sev. years ago, and made a favorable impression as an able debater and attractive orator. He is a man of a good deal of force of character and will undoubtedly make a lively contest. The Republicans of Tennessee and North Carolina are organizing for strong campaigns and are not without hopes of success, due in part to Democratic discontent in those states, and in part to a growing protective tariff sentiment in the south.

A half century ago Tennessee and North Carolina were white states and the inherited protective tariff beliefs have been reinforced by favoring industrial conditions under the Dingley law. It will be hard work for the Iowa revisionists to convince either Tennessee or North Carolinians that the time has come to scale down the customs schedules to let in foreign merchandise which those states are now producing.—Burlington Hawk-Eye.

Buying Diamonds.

In the tariff revision period of 1898 this country's importations of all precious stones amounted to \$6,712,000. The following year ending June 30, 1899, the effects of tariff revision were still upon us and the Dingley law had not yet been passed, and the importation was only \$2,672,508. After the tariff revision tariff prospect struck at the root not of trusts, but of prosperity, that it paralyzed the entire commercial and industrial fabric of the nation, drove thousands into casual distress and bankruptcy and caused unparalleled misery and suffering. It is like the old story of burning the barn to kill the rats that are eating the corn. The rats were lost, but the rats escape and lay low for the coming of another barn. Day City Tribune.

BACKACHE IS KIDNEYACHE.

Get at the Cause—Cure the Kidneys.

Don't neglect backache. It warns you of trouble in the kidneys. Avert the danger by curing the kidneys with Doan's Kidney Pills. J. A. Haywood, a well known resident of L. F. H. S., Tex., says: "I was wracked by my back working in a sawmill, was laid up six weeks, and after that time had pain in my back whenever I stooped or lifted. The urine was badly disordered and for a long time I had attacks of gravel. After I began using Doan's Kidney Pills the gravel passed out, and my back got well. I haven't had backache or bladder trouble since."

Sold by all dealers. 50 cents a box. Foster-Milburn Co., Buffalo, N. Y.

Beginning of Great Industry.

The first woolen cloth made in England was manufactured about 1320, though it was not dyed and dressed by the English until 1667.

Don't Get Footsore! Get Foot-Eas.

A wonderful powder that cures tired, hot, aching feet and makes new or tight shoes easy to wear. Foot-Eas is a French name. Address A. S. Olmsted, Le Roy, N. Y.

French State Monopolies.

State monopolies are more than ever in favor of the manufacturer as a means of raising revenue to the prejudice of private enterprise. A committee of the chamber of deputies has been appointed, with a foreign minister of commerce as chairman, to collect information on the possible working of monopolies on sugar and petroleum refining, the rectification of alcohol, and insurance.

Superb Scenery, Splendid Scenery on route to Niagara Falls, Muskoka and Kawartha lakes, Georgian Bay and Temagami lakes, St. Lawrence River and Rapids, Thousand Islands, Algonquin National Park, White Mountains and Atlantic Sea Coast resorts, via Grand Trunk Railway System. Double track route to Montreal and Niagara Falls, N. Y.

For copies of tourist publications and descriptive pamphlets apply to Geo. W. F. & P. T. A., 135 Adams St., Chicago.

England Mourns Dairy Butler.

The London press asserts that genuine dairy butter is a thing past praying for. Four-fifths of the population of London, the Times asserts, have never seen it in their lives. Those who have tried it find it has great difficulty in procuring it, and cannot obtain it in many cases at any price. What is called genuine butter in London, the Times says, is blended and reworked butter.

Has Been Buried for Centuries.

The hair of a young woman has been discovered in the ancient Priddy lead mines in Somersetshire, England, some 16 or 17 feet deep in the waterborne silt that has been accumulating since the days before the Romans came. The hair is wonderfully preserved, and remains in the silt in which it was worked. Beside the body were found five large blue and green glass beads.

His Only Concern.

A well known member of the New York bar, a man of most patronizing manner, one day met John G. Carlisle, to whom he observed loftily, "I see, Carlisle, that the supreme court has overruled you in the case of Mulligan versus Jenkinson. But," he added, in his grand way, "you, Carlisle, need feel no concern about your reputation."

Carlisle chuckled. "Quite so," he agreed. "I'm only concerned for the reputation of the supreme court."—Harper's Weekly.

GOOD NIGHT'S SLEEP.

No Medicine so Beneficial to Brain and Nerves.

Lying awake nights makes it hard to keep awake and do things in day time. To take "tonics" and stimulants under such circumstances is like setting the house on fire to see if you can put it out.

The right kind of food promotes refreshing sleep at night and a wide awake mind during the day. A lady changed from her old way of eating, to Grape-Nuts, and says: "For about three years I had been a great sufferer from indigestion, the doctor would ask me to drop off potatoes, then meat, and so on, but in a few days that craving, gnawing feeling would start up, and I would vomit everything I ate and drank. When I started on Grape-Nuts, vomiting stopped, and the bloating feeling which was so distressing disappeared entirely. My mother was very much bothered with diarrhea before commencing the Grape-Nuts, because her stomach was so weak she could not digest her food. Since using Grape-Nuts she is well, and says she don't think she could live without it. It is a great brain restorer and nerve building food. There is no undisturbed after a supper of Grape-Nuts as in the old days when I could not realize what they meant by a 'bad' dinner. It is beneficial to nerves and brain as a good night's sleep, such as you can enjoy after eating Grape-Nuts." Name given by Postum Co., Battle Creek, Mich. "There's a reason."