

der. At the hearing at Montreal on the 31st, the Spanish diplomat whose letter was stolen by the detective was not required by the magistrate to reveal its contents while a witness on the stand, but the Spaniard said that it was addressed to a relative and was of no public importance.

MISCELLANY

THE REFORMER.

Before the monstrous wrong he sits
him down—
One man against a stone-walled citadel
of sin.
For centuries those walls have been
a-building;
Smooth porphyry, they slope and cold-
ly glass
The flying storm and wheeling sun. No
chink,
No crevice, lets the thinnest arrow in.
He fights alone, and from the cloudy
ramparts
A thousand evil faces gibe and jeer him.
Let him lie down and die; what is the
right,
And where is justice in a world like this?
But by and by earth shakes herself, im-
patient,
And down, in one great roar of ruin,
crash
Watch-tower and citadel and battle-
ments.
When the red dust has cleared, the lone-
ly soldier
Stands with strange thoughts beneath
the friendly stars.

—E. R. Sill.

THE ORIGIN OF OUR NATURAL RIGHTS.

An extract from "The Two Great Commandments in Economics," by James E. Mills, a notice of which will be found on another page of this Public.

The rights of the individual man are founded upon his relation to God. He stands among his fellow men the equal of any or all of them in being the object of God's love. He receives, indeed, a part of the blessings of life through them; but far more, directly from the Giver by the inner door to his soul. He is in some measure responsible to them, but his first and highest responsibility, and, in his deeper life of motive and purpose, his entire responsibility, is to God. In the animal kingdom, the individual seems to be an incident, and the preservation of the species the main object of its existence. Individuals are born and perish that the species may endure. But among men the individual is as enduring as the species; he is himself an object and end of Divine love; and, being such, he can never perish. This is the foundation of the dignity and right to freedom, and to the highest development of his own character, in-

herent in every individual man. Without a sense of direct relation to God and responsibility to Him, manhood is in a state of arrested development, unconscious of its own greatness and worth, unconscious of its place in the universe. In default of this sense, men assume an arbitrary self-respect, or rest upon the respect of other men or upon pride or privilege of caste, and a thousand props and makeshifts; but no man knows the repose and dignity of manhood until he is conscious of its relation to Divinity. With this consciousness, he need never quail before other men, or be dismayed by any conditions; he can go forward with entire trust in the Divine love and care, following the light as God gives him to see the light, serving his fellow-men and working out his destiny.

HOW INTELLIGENT SPANIARDS VIEW THE WAR.

At Vittoria I was so fortunate as to make the acquaintance of a Spanish gentleman of social and political note who was an officer in the cycling club of that town, and offered his services to us in the objects of our journey. * * * Our talk passed from the wars of Napoleon and Wellington to the present war in Cuba, and my host was offered abundant opportunity for a diatribe against the United States in harmony with the jingoism manifested by the Imparcial of Madrid and other organs of the war party. But he showed no taste whatever for war or swagger. His words, as I noted them down soon afterwards in my memorandum book, were substantially these:

"What a sad thing is this Cuban matter! We Spaniards cannot conduct such a war with satisfaction, for the Cubans, after all, are they not fighting for liberty? We are very much discouraged over the situation, but the government dares not confess its failure. I hear that already more than 200,000 troops have gone to Cuba, and more than 30,000 are in hospital. The men go cheerfully, or at least obediently, to their hopeless task, for so far I have not yet heard of any troops refusing to embark. But it is a bad business, and I wish we could close it honorably."

I asked him how he regarded the attitude of the United States. He answered, to my surprise, without anger:

"The Yankee government has not acted generously towards us, for they have undoubtedly done much to encourage the Cubans and prolong the war. And yet we cannot blame them altogether. Cuba is so close to them that this war must disturb their commerce very much."

This little bit of a most interesting conversation I repeat without mentioning names, because of the moderate spirit manifested, because this gentleman may be regarded as a typical Spaniard of property, and because it is the tone I have met with almost without exception when talking on this subject with men of consequence in different parts of the country.—Poultney Bigelow, in Harper's Weekly.

REVENGE, OR RIGHTEOUSNESS?

When the commissary of a great nation is ignorant enough to order revengeful mottoes to be stamped upon army biscuit, it is time for honest citizens to protest. Are we in the dark ages, or nearing the twentieth century? Are we fighting duels to receive "satisfaction" for personal insult, or are we pledged to the cause of freedom and of mankind's birthright? Let us beware lest we accept as an ally the cruelty we have armed ourselves to oppose. If we desire—as every patriot must—that the war into which we have plunged be a war for righteousness, then every movement makes our necessity imperative to strangle the unrighteous impulses that accompany it. For war has other horrors than shattered ships and ghastly battlefields. More dangerous, because more subtle, and more hideous by far in their results are the greed, the tribal animosities, the savage instincts, to which war opens the way. They affect not only the few who go to battle, but the nation itself. Committed as we are to war, we should prosecute it vigorously, not merely in the field against Spain, but at home against the moral forces which are akin to Spain. Our army and navy can attend to the one, but every journal not hopelessly given over to the yellows, every pulpit, every man and woman who loves honor and country has a stern and immediate duty in respect to the other.—Ellen Andrews, in Boston Transcript.

—We are glad to be able to append to the foregoing article this denial from the Chicago Evening Post of the shocking story which Miss Andrews has commented upon so justly. The article applies, however, to other cases than the one which served as its text.

Somebody started a report that the contractors who were to furnish the army and navy withhardtack were proposing to stamp each piece with the legend "Remember the Maine." The story reached the eye of the commissary general of subsistence, who at once, not knowing whether the report was well founded or not, issued a notice to the contractors that nothing of the sort must be done. For the sake of being very circumstantial, the inventor had located the contracting

firm for the navy at St. Louis. As the navy has had no hardtack contract in St. Louis the paymaster general paid no further attention to the matter.

GLADSTONE'S FAITH IN THE COMMON PEOPLE.

Unlike Peter the Great or Napoleon, Mr. Gladstone complied, throughout the whole of his life, with the moral law. Even in those episodes of his career wherein he has been most bitterly denounced, no one competent of forming a just judgment of his motives can deny that he possessed nobility of aim. I will give an example.

As events have turned out, the English surrender of the Transvaal was probably unwise. Certainly it produced in England the bitterest feeling of humiliation and national wounded pride—a feeling in which I have always shared.

After my first visit to South Africa, when the opportunity was afforded me of seeing much of those who had suffered for their loyalty to England, this feeling of shame and indignation was redoubled. Firmly believing that Mr. Gladstone had acted wrongly in the retrocession of the Transvaal, I returned to England with the conviction that his South African policy was governed by motives of political expediency. It was in that frame of mind that I met Mr. Gladstone, in a country house, on Easter Monday, 1886. I shall never forget the first serious conversation I had with him. He introduced the subject by referring to my recent visit to Africa. Believing that an opportunity had arisen not to be missed, I said to him, speaking in the interests of my countrymen and country women who had lost their all by reposing faith in England's promise that the British flag should never be hauled down so long as the sun was in the heavens, "Sir, I think, if you had been, as I have been, in the homes of those Englishmen and loyal Dutch Boers who have been ruined for no greater fault than a foolish confidence in Great Britain—I think your cabinet would not have surrendered the Transvaal."

Taking me by the arm, and with his marvelous onyx eyes blazing with indignation, he gazed out of the window at the sky and the budding trees, and spoke for nearly 20 minutes, in a low, rich voice. He raised his arm with the gesture with which a lion raises his paw, and I realized, for the first time, the greatness of the man.

What he said, in effect, was this: "We have given back the Transvaal to its owners because it was acquired from

them by fraud. A small country, a mean country, a country less sure of itself, could not have done this thing. Perhaps England alone, with her 800 years of history behind her, could have dared to do this act. To have done it shows the greatness, not the smallness, of England. The common people wished it. They hate injustice; they refuse to profit by fraud. The common people are always right. They were right in Macedonia; they were right in Judea;" and then he added, with a sweep of his arm so vehement that I thought he was about to crush me, "they are right now."—Arnold White, in *Harper's Weekly*.

AMERICAN ARMY TRANSPORT.

Though the United States have only engaged in one "foreign" war, that against Mexico, its army inherits the best traditions of transport service of any civilized nation. For nearly a century North American migration has been conducted not by sea, but by land; and the settlement and occupation of a vast continent has been effected by a civilized population, who never hesitated to move for thousands of miles, carrying their household goods and families in the "prairie schooners," the mule wagons or ox wagons of the states. At the same time, the pioneers of trade never shrank from penetrating with trains of hardy pack-mules into unknown deserts and among the hostile Indians of the plains. Traders and settlers alike spent their lives as transport officers; it was their normal occupation in time of peace; and though the railway has now superseded the pack-mule and the wagon, the old traditions and aptitude are still maintained by the regular army in the frontier posts of the west.

Though the train has generally superseded the "prairie schooner" and the pack-mule, the art of managing the latter has been purposely maintained by the United States war department. The services of one of the most noted "packers" were, by the suggestion of Gen. Sheridan retained to teach the art to the officers and men at several posts. He received a large salary, and, later, was sent to the large cavalry station at Fort Riley, in Kansas. To this gentleman the English war office were most glad to apply for instruction during the Zulu war. He came to Natal, and there instructed our troops in the methods of packing mules for army transport. It is believed that there are at the present time in the United States, mainly in Kansas, Missouri and Kentucky, enough mules to provide transport for 70,000

men. Horses are so cheap that it does not pay to feed them on the ranches; and should bullock trains be in favor the Texas steers will be available in tens of thousands. Cuba is in parts much intersected by light railways from the sugar plantations. But, failing railways, the United States possesses not only the finest material for army transport, but the most competent drivers and packers in the world.—*The London Spectator*.

THE NATIONAL INTEGRITY OF CANADA.

An extract from an article published in the *May Forum*, on "Canada's Relations with the United States, and Her Influence in Imperial Councils," by Dr. John G. Bourinot, C. M. G., clerk of the house of commons of Canada.

Despite all the powerful influences that have fought against Canada she has held her own in America. At present a population of 5,000,000 (against 1,000,000 in 1840), with a total trade of \$250,000,000 (against \$25,000,000 in 1840), and with a national revenue of nearly \$40,000,000 (against \$700,000 in 1840), inhabits a dominion of seven regularly organized provinces, and of an immense territory, now in course of development, stretching from Manitoba and Ontario to British Columbia, whose mountains are washed by the Pacific ocean. This dominion embraces an area of 3,519,000 square miles, including its water surface, or very little less than the area of the United States with Alaska, or a region measuring 3,500 miles from east to west, and 1,400 miles from north to south. The magnificent valley through which the St. Lawrence river flows from the lakes to the ocean is now the home of prosperous, energetic and intelligent communities, one of which was founded nearly three centuries ago. A remarkable system of waterways, consisting mainly of the Red, Assiniboine and Saskatchewan rivers, extends through the plains of the territories as far as the base of the Rocky mountains, and fertilizes a region whose capability for the production of foods is probably not surpassed on this continent. The mountainous country to the north of Lake Superior is rich in gold, copper, nickel and other valuable minerals, which are already attracting the attention of enterprise in Europe and America. The gold mines of British Columbia are most productive; and the great bulk of the precious metal still lies buried in the rocks of that immense province. The coal mines of Vancouver have no rivals on the Pacific coast; while those of Nova Scotia and the territories are capable of infinite development. The treasure of