

those who have long waited, may feel assured that the reign of peace on earth may be looked forward to with a hope of fulfillment.

English Railway Management

A LITTLE more than a year ago Mrs. Henry North Thornton, an American railroad man, was called to England to take the place of general manager of the Great Eastern Railway of England.

He made good from the first. He recently gave a correspondent some most interesting facts touching English railways from which the following are condensed:

Soon after his arrival the great war burst upon England like a peal of thunder from a clear sky. The railway managers of England were called upon to report to the war secretary, Lord Kitchener. From him they received an order that within sixty hours they must devise means to move with the utmost dispatch the soldiers and war material of the government to Southampton. In forty-eight hours they reported to the war secretary that they were ready. During the first few days of the war eighty trains per day reached Southampton, bringing soldiers and war material from all parts of the United Kingdom—those from Ireland being sent by sea to Liverpool or Fishguard, and picked up there by the trains. The trains pulled into Southampton twelve minutes apart. Within three days the roads delivered into Southampton more than 150,000 men and not one of the three hundred and fifty-trains was a minute late or suffered accident. In the meantime the regular business trains did their accustomed work. Mr. Thornton declares that the management of railways in England has been reduced to almost an exact science. He added: "We have some trains on our line that have not been reported late for years; the total number of passengers carried on our system annually is estimated at 145,000,000."

From 6 a. m. to 9:30 a. m. there are 278 trains arriving at the Liverpool street station, and the number of passengers who arrive in that time average 76,000. During the twenty-four hours about 700 trains arrive at and depart from that station.

He says also that American passengers have more comforts on the roads in this country than Englishmen have on theirs. An American has his seat in the Pullman, also in the dining car, also in the smoker and observation car. These last two are denied him in England.

He concludes by saying: "It is not difficult to do business with English people if one understands them."

The region traversed by his line is about the size of the state of Connecticut. What will our country be when it becomes as thickly settled as is England?

Japan And China

JAPAN has taken advantage of the war in Europe, to begin the assimilation and absorption of China. She has obtained concessions of such resources of China as can be swiftly made most profitable. She has acquired the practical control of China's ocean trade; it is clear that she intends to make places for thousands of Chinese to work and to absorb the profits of their labor. She will be able all the time, to, to say to the United States and all other powers: "Why, certainly, we favor the open door for the nations to trade with China," and then laugh in her sleeve as she sees how she has estopped that trade against the world.

She will fill China with factories and rolling-mills, they will all be under Japanese direction, while the work will be done by the Chinese.

She will have control of the Chinese coal mines; they will supply coal to all ships that come, but her own ship, will obtain it at half

the cost of foreign ships; it will be impossible for the ships of any other country to compete with Japanese ships in the China trade.

But Japan's population is as but one to ten of those of China. At home all Japanese male children are trained in school to become soldiers. Will Japan extend this education to China? If she does, what will happen—not at once, but a generation hence? The Chinese are a race of much stronger character than the Japs. The latter have a subtle, scheming, dishonest instinct, but not half the character of the Chinese.

It is not hard to imagine that with the Chinese educated in the handling of arms, that twenty-five or fifty years hence, some Chinaman may rise up, explain to his countrymen their position as really subjects of Japan, and call upon his countrymen to rid themselves of their oppressors.

Stranger things than that have happened.

In the meantime, as the finances of the world are at present adjusted, it looks to us like a vain hope to try to compete with Japan in the ocean commerce of the Orient. The east will buy nothing except what it cannot produce and as exchanges are, it will continue to sell what it has to sell at a discount of 60 per cent measured in the outside world's money.

That our "statesmen" cannot see this and what it is swiftly leading to is one of those mysteries which are past finding out. Because of it we have lost what was rightfully ours, the control of China's ocean trade, and are now threatened with the destruction of some of our chiefest industries in the unequal competition of Japan. For instance, Japan can unload steel rails and steel bit-tels made in China in San Francisco cheaper than the same can possibly be manufactured in Pittsburg.

It can only be explained on the theory that our "great" financiers reason that were justice to be done, the result might eventually reduce the interest that the money changers are now able to exact from the great host of interest payers.

That Point Of View

THE tone of the German press in discussing the last note from the United States is most regrettable. It is different in wording but not in spirit from that used by Sisyphus in justification for appropriating his neighbor's beehives. Stripped of ambiguities it really says, "We are intent upon victory and to be victorious will be justification for all we may do." It regrets that the United States cannot understand the German point of view. It is not hard to understand. It had its birth in the stone age when one man coveted the cave of another, because of its superior accommodations, and reasoned that his desire was sufficient justification for treading down the grain field of another man which field was on the way to the desired cave. Some points of view will have to be modified.

The Chicago Tragedy

IT is to be hoped that the calamity of a week ago in Chicago river, will cause steamer inspectors to cut off the roof-garden decks with which those excursion steamers are supplied. Many of them, when we last saw them, only required a rush of passengers to one side, or a sudden squall out on the lake to capsize them and no ordinary amount of ballast could save them under such circumstances. The authorities and press are loud against the officers; the inspectors are the men most to blame.

The boats that ply between Chicago and Milwaukee tempt providence on every voyage.

THE necessities of the great war have caused copper to advance to nineteen cents per pound in New York.

The necessities of the great world would cause

silver to advance in a week to one dollar per ounce if our government had but the sense of justice to recognize it at that price.

The necessities of the great war will pass, after a little the necessities of the great world after the war shall have passed would maintain the price of silver and it would be a blessing to all the millions of the poor in the world.

IT was told that once at a great banquet in London, the Duke of Wellington was asked to give those present a brief description of the battle of Waterloo.

He arose and looking over those present for a moment said: "It, it, it was a h—l of a fight," and sat down. When the Wizard of the Wasatch returned to his cavern in the mountains on Sunday last and by Mrs. Wizard was asked what kind of a time he had, he replied: "It was a h—l of a time."

WHEN YOU CAN'T JUDGE AN ACTOR.

By Lamb Montague Glass, Author of Potash and Perlmutter"

A contribution to the Souvenir Album of the Lambs All Star Gambol, 1915.

"Did you hear it that Max Tuchman has got a son by the name of Ralph Tuchman which is now working as an actor?" Louis Gurin, the real estater asked as he sat opposite B. Rashkind in the Regal Vienna Restaurant and Cafe.

"Sure I hear it," Rashkind answered, "and I ain't got no sympathy with Max neither, Gurin, because if a feller calls his son by such a name Ralph, y'understand, the best he could expect is that a feller should turn out to be an actor or something."

"Seemingly you don't think very high of actors," Gurin commented.

"I think just so high from actors as anybody does, Gurin," Rashkind declared, "which I don't know nothing about 'em, Gurin, because I ain't got no actors in my family, Gott sei dank."

"Why Gott sei dank?" Gurin asked. "So far as I found out up to date, Rashkind, you ain't got no rabonim in your family neither, which if you could claim for a relation such an actor like David Warfield oder a concern like Montgomery & Stone, y' understand, you wouldn't got no kick coming, believe me."

"David Warfield is another good actor, only in a different way," Gurin continued. Warfield owns tenement property, otherwise he is just as good as Montgomery & Stone, y' understand, and some says even better by a couple of hundred dollars."

"Is that so?" Rashkind cried.

Furthermore George M. Kohn is also good for a half a million dollars at the very least," Gurin went on, "and still another very good actor is a feller by the name Corse Payton, which he owns property in Brooklyn, although of course, Gurin, none of these here actors is as good as they used to be, Gurin, on account of the way real estate is so dead nowadays, especially in Brooklyn."

Rashkind wagged his head from side to side and made incoherent sounds through his nose indicating surprise too acute for verbal expression.

"So you see, Rashkind, you should be very careful what you say about actors," Gurin concluded, "because you never could judge if an actor is good or not just from seeing him on the stage."

The appointment of Miss Mary Full Stomach, an Indian maiden, to a position in the Interior Department at Washington is evidence of the fact that the supply of hungry Democrats is practically exhausted.—El Paso Times.