

treat with Spain on any proposition short of absolute independence, and promises the support of the signers to the Cuban cause. It is said to be the most important document issued by friends of the insurgents in other lands since the war began, and it cannot fail to encourage the patriots. More than this, it is very likely to result in substantial aid to them in the shape of money and war supplies. It seems like the end cannot be far off.

QUEER IDEAS OF HONOR.

The Latin races, so called, include the inhabitants of France, Italy, Spain, Servia, Bulgaria and other portions of Europe, and conceptions of honor prevail among them which appear singular, not to say absurd, in the opinion of the practical Anglo-Saxon. Both in an individual and national capacity, the Latins display these conceptions, and it is due to such notions that the practice of duelling has been perpetuated. There is no need to argue with an Englishman or an American for the purpose of convincing him that no man's honor can be vindicated by fighting a duel. Men of those nationalities understand that already; but to the Latin mind the proper method of redressing a wrong or wiping out an insult is a personal encounter.

Usually, in France especially, a duel is little more than a farce, all parties concerned in it being especially careful that no one shall be seriously hurt. But when it is not a farce it is liable to become a barbarous tragedy, from an Anglo-Saxon point of view. Just now the Spaniards, in a national capacity, are displaying ideas of national honor that look queer to Americans. As recounted in the dispatches on Saturday, Senor Castellar, a leading Spanish statesman, lately admitted that Spain had treated Cuba most wrongfully, but insisted that, if the insurgents continued to refuse autonomy, Spain must prolong the fight to the bitter end, for it were better that she should die as a nation than that she should relinquish her rebellious colony. Her honor required that she do this. There is little doubt that Castellar expressed a sentiment widely prevalent in Spain.

That country has a population of less than eighteen millions, and is poverty stricken and bankrupt; and for her to declare war with the United States would seem the height of folly. But with her ideas of national honor it is hard to tell what she may do, and it is therefore quite proper for Uncle Sam to put his ships of war in good shape, which he is now doing with commendable expedition. The recent emphatic declaration by the United States of the Monroe doctrine, in the matter pending between England and Venezuela, has excited more or less antipathy towards this country on the part of the leading nations of Europe, but it is not at all likely that Spain would receive from any of them anything more than sympathy should she go to war with us.

The war talk of last week has been discontinued, and just at present there appears no reason to expect any developments of special importance before Congress meets, which will be on December 6th. There is a general expectation that President McKinley's message will recommend some definite action by Congress, and that that body will promptly respond. It is costing this government at the rate of ten million dollars per year to patrol the coast for the prevention of filibustering, and we used to have a trade with Cuba amounting to about a hundred million a year, which has been practically abolished, while the property of American citizens on the island, ag-

gregating enormous sums in value, is being destroyed. These facts comprise cogent reasons why this government should do something looking to a speedy end of the war, and it is believed the President and Congress will both favor immediate action in this line.

THE UNCOMPAGHRE RESERVATION.

According to the dispatches, the result of the visit to Washington of the leading men of the Uncompaghe Utes has been their full consent to the immediate allotment of lands in severalty to the families of that tribe. It has been announced that the work of making the allotments would be completed in time for the remainder of the reservation to be thrown open on the first of next April; but persons in a position to express a reliable opinion think it will be wholly impracticable to do this. Winter seems to be upon us, the lands are not surveyed, the Indians are naturally slow to act in such a matter, and it seems highly probable that next summer will be pretty well advanced before the reservation will be thrown open to the public.

When this is at length done, it is doubtful if there will be much of a rush to secure reservation lands. The fact is that only a very small portion of the lands embraced within the boundaries of the Uncompaghe reservation are valuable for farming purposes. Considerable tracts afford fairly good grazing, but the bulk of the area of the reservation is worthless for any purpose of civilization. It is rough, broken, destitute of water, and hopelessly arid and desert. The Uncompaghe Indians will be allowed to choose lands either on their own reservation or on that of the Uintahs, which adjoins them on the west; and there is every reasonable assurance that all desirable arable land on the former reservation will be taken by the Indians, who will then not have nearly enough to go around, and will take a great deal of the most desirable land on the Uintah reservation.

The latter tract embraces a large amount of very good land. It is intersected by the Lake Fork and Duchesne rivers and numerous smaller streams; and great areas can be very easily irrigated. The soil is naturally rich and the climate is delightful. But this reservation cannot be opened until a treaty is negotiated with the United States to this effect, so that some years will probably elapse before the whites have an opportunity to secure farms upon it. And even then the best of it will undoubtedly be first taken by Indians.

When the Uncompaghe reservation shall be thrown open it will probably afford opportunity for a limited number of stockmen to secure desirable ranches, and for a few farmers to get good locations; but it will offer no inducements to justify any great rush in that direction. The asphaltum lands embraced within it are reserved by the government and these comprise most of what is valuable in the entire tract.

RUSSIA IN ASIA.

An English paper calls attention to the fact that the Russian government at last seems to be willing to lift the veil that has been shrouding in mystery the negotiations with the Pekin government. It is no longer denied that the ultimate aim is the incorporation of Manchuria in the czar's dominions.

It is now announced that the Russians, in consequence of the depredations of some robbers, the so-called

Hunghus, have deemed it necessary to station a battalion of Cossacks with artillery at Polkavkaja on the border between Russia and Manchuria. The object is, of course, not stated to be the acquisition of territory but simply the defense of Russia against these robbers. Should these, however, refuse to play the role for which they have been cast in the political comedy, there are Chinese subjects who consider the Russians as enemies of civilization, and it may become necessary to persuade these of their error—all of which is interpreted to mean that the Chinese government has secretly consented to the gradual incorporation of Manchuria in the Russian empire.

The territory in question is about 800 miles long and 500 in width, containing about 390,000 square miles, with a population of perhaps 20,000,000 souls. The capital is a city with over 200,000 inhabitants and there are other quite large cities. It is rich in coal, gold, iron and precious stones, and would therefore be a valuable addition to the czar's crown. In England the advance of the Russians is considered a menace to British interests in east Asia, but what can be done to check it?

SAFETY APPLIANCES ON CARS.

On March 12, 1893, Congress passed what is known as the Safety Appliance Act, which provides that it shall be unlawful, after Jan. 1, 1898, for any railroad engaged in interstate commerce to operate trains not supplied with the safety appliances specified in the act. Locomotives are required to be provided with power driving-wheel brakes, and trains must embrace a sufficient number of cars equipped with train brakes to enable the engineer to control the speed of the train "without requiring brakemen to use the common handbrake for that purpose." Cars must also be fitted with automatic couplers that will couple by impact. Any railroad which has fitted up its engines and cars in the manner required by the act may refuse to receive from connecting lines cars not so fitted up, after Jan. 1, 1898. Cars are also required to be "provided with secure grab irons or handholds, in the ends and sides of each car for greater security to men in coupling and uncoupling cars."

The American Railway association is authorized by the act to designate to the interstate commerce commission, within ninety days after the passage of the act, the standard height of drawbars for freight cars, and to fix the variation of the same between empty and loaded cars. The commission is required to give official notice of the standard to all railroads in the country doing interstate business. The penalty for violating the law is a fine of one hundred dollars for each car or locomotive hauled or used without being properly fitted up. The interstate commerce commission is authorized to extend the time for equipping the rolling stock of any road, "upon full hearing and for good cause." Section 8, the last of the act, is as follows:

"Sec. 8. That any employee of any such common carrier who may be injured by any locomotive, car, or train in use contrary to the provision of this act shall not be deemed thereby to have assumed the risk thereby occasioned, although continuing in the employment of such carrier after the unlawful use of such locomotive, car, or train had been brought to his knowledge."

The law is a measure designed for the protection of the lives and limbs of railroad employees, in particular, and of the public in general, and aims to secure such uniform construction and equipment of rolling stock as will best conduce to this end. But com-