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Democratic Watchman

Bellefonte, Pa., Jan. 27, 1899.

Court Martial to be Had.

For the Purpose of Trying Commissary General Eagan for Language Respecting Miles-Specific Charge Will Be Made of his Conduct That Was Unbecoming an Officer and a Gentleman. President McKinley last week announced to the cabinet that he had decided to order a court martial to try Commissary General Eagan for the abusive and violent language he had used respecting Major General Nelson A. Miles, while on the witness stand before the war investigating commission the previous Thursday. Ever since the sensational event, the President has been carefully deliberating over the matter and has had frequent consultations with army officers and others regarding the steps that should be taken, for he was convinced from the outset that the question for consideration was what action should be taken, and not whether any disciplinary measures at all should be had. A determination to take some action was vigorously expressed at the last cabinet meeting, but the President reserved final decision. Just before the cabinet session, he held a conference with the Secretary of War and Adjutant General Corbin. It was not long in duration, but the action to follow General Eagan's utterances was decided. The decision met the unanimous approval of the members of the cabinet. There was some discussion following the President's announcement, in which the case was thrashed over to some extent, though the President, himself, took little part in the discussion. The details of the action were left to the Secretary of War, who had withdrawn just prior to the session to return to the war department to put in motion the machinery for the convening of the court.

SPECIFIC CHARGE AGAINST EAGAN.

While it was not definitely stated after the cabinet meeting what specifications would be made against General Eagan, it is understood that the specific charge on which he will be tried will be conduct unbecoming an officer and a gentleman. The personnel of the court was not taken up, but that phase of the action being held to be not a cabinet matter, but one that rested between the President and the Secretary of War. Contrary to general expectation, no announcement of personnel was made at the time the matter came up to the close of business this afternoon. Adjutant General Corbin, at the last moment, in reply to a question, said that he had nothing whatever to make public touching the Eagan case. Secretary Alger was absent from the war department all of the afternoon, and just before the close telephoned that he would not return to his office during the day. He spent the morning at the White House, and leaving there just before the cabinet convened, went to his house with Adjutant General Corbin and remained there. It was supposed that he was perhaps arranging some of the details of the court, but this was only a guess. The fact that Secretary Alger was not present at the cabinet meeting was seized at once as a sign of trouble in the cabinet and soon the usual rumor of dissensions and an intention on the part of the Secretary to resign were afloat. ALGER WILL NOT RESIGN. There was no foundation for these and Secretary Alger's colleagues promptly and emphatically denied them as soon as their attention was drawn to them. The penalty for the offense for which General Eagan probably will be tried is one of the most severe known in the army, being dismissal. If the court shall find General Eagan guilty, even with extenuating circumstances, they must attach this sentence and the only hope for the officer would be in the clemency of the President, based, perhaps, upon the court's recommendation.

Fifteen Interesting Facts About Mr. Choate.

Who Will Represent the United States at the Court of St. James. Born in Salem, Mass., January 24th, 1832. Graduated from Harvard, class of '52. Graduated from Dane law school in 1854. Came to New York in 1856. Began making bright after-dinner speeches in 1861. Succeeded his partner, W. M. Everts, as president of the New England society. Recognized as leader of the bar in 1870. Elected president of the constitutional convention, 1874. Appointed ambassador to the court of St. James, 1890. His income, chiefly from his great law practice, \$100,000. His favorite books, Constitutional Law, English and French history, and the most popular novels of the day. Favorite authors, Eliot and Thackeray. His favorite spot, his cottage at Stockbridge, in the Berkshires. His favorite church, the late Dr. Bellows' Unitarian. He rarely reads newspaper editorials, but always skims the daily news. He dearly loves to give or take a jest. He was never known to lose his temper or self-command or do a discourteous thing. RELIEF SOON CAME.—"My stomach was with catarrh in my head. I procured a supply of Hood's Sarsaparilla and began taking it, and in a short time my stomach was better. I began to have an appetite. The catarrh was relieved and the dizziness left me.—E. M. GRAVES, Tioga, Pa. Hood's Pills are the only pills to take with Hood's Sarsaparilla. Easy, yet efficient. Colton's Advice. The other day, as I was clinging to the strap of a Lexington avenue car, two ladies sat near me, and as one opened her portemonnaie to pay her fare a scrap of paper pasted to the leather was disclosed. "Is that your shopping list?" asked the other. "It doesn't look like a long one." "No," was the reply; "it is not the list, but it is what keeps the list from being a long one," and she read: "He who buys what he does not need will soon need what he cannot buy." "What a capital guardian of your capital!" You must let me copy that for my leaky purse. Who wrote it?" "I don't know, but I wish I did, for he has saved many a dollar from lightly rolling from my hands since I put it here." I was intently interested in the conversation, for at that very moment there lay in my note-book a scrap which I would have brought forth but for the fact that my corner was reached.—Christian Advocate.

How Fast

The nineteenth century, and particularly the last half of it, has been productive of so many wonders that we naturally expect that the twentieth, which is about to be ushered in, will abound in incredible marvels. For many years the marvelous promises of the Keely motor were readily accepted by a large portion of the public for the reason that, in the face of the actual accomplishments of some of our inventors, anything seemed possible. For the same reason nearly everybody is ready to accept any prophecy with regard to the future of electricity. To those of us who are uninitiated in its mysteries it is a magic-working, occult science, and it may at any time, under the manipulation of those who understand its laws, be made to do almost anything. When we see a big trolley car weighing many tons and filled with people climbing the hills, "pushed with a shik," as an Irishman picturesquely put it; when we get power to run a big machine through a gimlet hole in the window casing, or attach a stove to a wire that comes in out of the zero coldness and are able to obtain heat therefrom sufficient to melt metals, why should we be surprised at anything or limit our expectations in any manner? But perhaps the thing that interests us most as to the development of the future is the rate at which we shall be able to travel. Speed in travel has been one of the greatest achievements of the century just closing. From the Conestoga wagon, the canal boat and the stage coach to the compound locomotive with 72-inch drivers has been a long step, but it was made within the limits of a lifetime. At the beginning of the century in facilities for travel we were but little ahead of the age when the Queen of Sheba came to view the wonders of Jerusalem and to contemplate the glories of King Solomon's court. Will we make the same record of increase in the next hundred years? If we do our speed at the end of the next cycle will rival that of the cannon ball.

Well, maybe we will not go that fast and maybe we will. It would not be safe to put a limit upon it. A modern high-power gun will send a projectile out with an initial speed of about a mile in two seconds, 30 miles a minute, or 1,800 miles an hour. There are plenty of men who would like to go at just about that rate, and if the journey was one of several thousand miles they would fret over the time consumed. But even that speed is very slow indeed compared with some traveling that astronomers tell us about. Many of the stars rush through space at the rate of several miles a second, and our own earth, in making its annual circuit round the sun on scheduled time, has to go humming along at a speed that would place the cannon ball among the "also rans" in less than a second.

But coming down to our facilities for transporting ourselves over the surface of our own planet and overcoming the obstructions to transit which nature presents, our best achievement in practical travel thus far has been to produce a steam locomotive that has been able for a short distance to yank a train along at a rate approximating 100 miles an hour. We are making average speeds, in actual practice, over considerable distances, of over 50 miles an hour, and for portions of the runs speeds of 60 and 70 miles are made. Lately on the longest run we have that from New York to San Francisco, the time has been reduced to four days, but that is less than 40 miles an hour. With a few exceptions this is about the limit of our express speed.

It will thus be seen that even with our present locomotives we already have possibilities of still greater speed. A locomotive doing its best would cut down the time of any of our express trains one-half or more. From New York to Chicago would be 12 hours instead of 24 or 36, as at present, and from New York to San Francisco would be two days instead of four. It is impossible to believe that with our traditional hurry we will not hasten to avail ourselves of every bit of speed we can get out of these machines early in the century. This will bring us up to 60, 70 or perhaps 80 miles an hour. But we will not depend on the steam locomotive in the next century. The electric locomotive is already an accomplished fact, and is awaiting its turn to show us some new tricks in railroading. Sidney F. Short, a noted electrician, in a recent magazine article predicted that within the next fifty years the electric locomotive will be largely in the railroad business, and that during that time our business and social life will adjust itself to speeds of 125 miles an hour instead of 40, as at present. He demonstrates very clearly how this is possible and how it will soon force itself to the front as a necessity. That means 10 hours from New York to Chicago, and 30, or perhaps only 24 hours, across the continent. It is reasonably certain that we will go at least that fast before the century is very old; but will we be satisfied with that? Not if any way is discovered of going faster. If it shall at any time be demonstrated that it will pay to carry people at double or triple that speed, be that somebody will find a way to do it. We think that this is a fast age, but the present is just the beginning of one.

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The End of the Century.

The first year of our reckoning of time was not completed until December 31st of the year 1900. The 19th century does not pass into history until the last day of the 10th year, the first century was not finished and fled away for historic reference until the last day of the 100th year. The second century, therefore, began January 1st, 101, or just 100 years after I began. The 20th century begins on the first day of the year 1901, and the 10th century does not pass into history until the last day of the year 1900. Which is all easy to remember if one only keeps in mind that at the beginning of the 99th year only 98 years actually have elapsed and at the beginning of the 100th year only 99 years have elapsed. When in the 100th year has elapsed or at mid-night on December 31st, 1900, the new century will begin, and not till then.

One of Our Desert Islands.

San Clemente, off the Coast of California.

About fifty miles off the coast of California, nearly opposite San Diego, lies the barren, lonely and half unknown island of San Clemente. The trip is usually a rough one. But in summer time, at least, Wilson's Cove offers a comparatively safe harbor, and if one knows the locality well it is not hard to land on the steep boulder-strewn beach. From the shore the bare hills arise abruptly on all sides, broken only by a little terracing. The first impression given by the island and confirmed by a study of its structure as a whole is that of a great block of the earth's crust, tipped up on the side toward Catalina, and very little altered by erosion. San Clemente forms a pasture for thousands of sheep and a smaller number of cattle, and Wilson's Cove is the headquarters of the sheep herders when they are on the island. That is chiefly in the spring and summer, for during the rainy season not only do the sheep need less care but the island is often unapproachable on account of rough weather. At such seasons one old man, who had lived there for thirty years, used to have the island for himself, and might see no human face for three months at a time. His cabin stands just above the shore at Wilson's Cove, and near it are the few rough buildings used by the sheep men. The place is usually known as Gallagher's.

The only water supply here is rain caught during the winter season in tanks. The joys of living in this favored spot are further enhanced in summer time by strong winds which flow through a gap in the hills bringing from the naked slopes clouds of dust. The more level regions of the island remind one constantly of the desert. There are no trees except a very few in some of the larger canons. In the spring there are flowers, but they soon wither, and the summer aspect of the island seems its normal one. In some places there is grass, in others only cactus, or a little low underbrush, and two species of mesembryanthemum, which are called "salt grass" by the herders.

Not only camp sites, but stone implements and human bones remain in considerable numbers to testify to the former occupation of this island by the Indians. The desert-like character of the island is intensified by the almost absolute stillness. Birds of all sorts are much fewer than on Catalina. Except for a few crows—seldom heard—there seem to be none but the smaller birds, such as linnets and sparrows which live principally in the canons. There are no squirrels on the island. Snakes and frogs are also unknown here, but in there plenty are multitudes of silent, sun-loving lizards. In the canons one may catch an occasional glimpse of a wary fox, but generally the only large animals seen are the herds of wild goats, and the sheep and cattle, scarcely less wild, which are pastured here.

The most striking features of the island's topography, next to the terms chosen to describe, are the canons which cut across them. There are no gradual descents from ridge to canon, but a chasm yawns without warning across the level plain of a terrace, its walls dropping almost vertically into depths which can only be guessed. To scale these walls is in most cases an utter impossibility. Even at the most favorable points the path which winds down to the bed of the canon and up again on the opposite side is so steep and rough that only a mountain bred animal could follow it. The hard-riding Mexican herders will not trust themselves to their sure-footed horses in crossing some of the canons, and any one acquainted with the class knows that a trail which leads to a Mexican dismount must be had indeed.

In the dry season not a stream is flowing anywhere on San Clemente. Only the great depth of the canons cut in the solid rock and the immense boulders which are scattered over their beds can give any idea of the force of the torrents which foam and roar through the gorges in winter. Neither the rugged cliffs rising above them, black against the saffron sky, and nestled in the shadow of those beetling hills, the little cabin, pathetic in its loneliness, with the sturdy old man sitting on the porch, his dogs and fowls around him, watching the vessel out of sight.

California.

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—William E. Chase, the successful artist, who at one time was so poor as to be able to eat only bread and cheese. "Even my canvas and colors," he says, "were supplied by my fellow students."

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