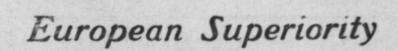
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Speculations on the Cause of Hurts to American Pride

By Padraic Emmet Smith

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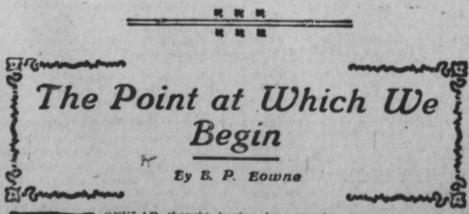
MERICANS sometimes complain of the supercilious bearing shown by a good many Europeans, and particularly by the inhabitants of the British Isles, toward persons and affairs American. This European disdain is an undeniable reality and is directly due to the infantile enthusiasm and awe shown by the average travelling Americans, and particularly by their womenkind, in the presence of anything which has no counterpart in their own country.

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A crazy old edinoe marred by time, a chinicas dude with a title, a dirty little town which has been mentioned in history, anything to which a rag of aristocratic sentiment can be tied, suffices to excite their wonder. A manager at a London hotel once told me that an American girl that day had collected the shells of some nuts which an earl had been eating. Rich Americans in Europe have the reputation of being unmitigated snobs. Mediocrists from Europe, whom the average European does not know, are lionized here and mobbed by "society."

A few months ago a humdrum feat by the brother, or rather the horse of the brother, of a British lord sent a Madison Square Garden "society" crowd mad with enthusiasm. What wonder that Europeans are supercilious? What wonder that they should be surprised and delighted at the social humility of Americans, and that they should believe that everything here is below the level of the smug mediocrity of which they are themselves secretly conscious?





OPULAR thought begins by assuming that matter is the most certain of all things. Spirit may be doubted, but material things are undeniably there. This is the conviction with which we all begin and it very easily leads us toward mechanical and materialistic thinking. The view, however, is invested. The only sure facts in life are ourseives and the world of common experience, the human world in short.

This is where we really begin and where life itself goes on, and all thinking whatever that we may do must be related to these facts, and whatever we believe must in some way be deduced from these facts. Matser, then, as a metaphysical existence is no first fact, but only an abstraction from experience. Life and experience are the first facts.

Now with this starting point we find ourselves living, thinking, feeling, acting and producing a great many effects in the world of experience. We are in this world depending upon it in some ways and able to act upon it and modify it in some ways.

The physical world, then, is far from independent of our thought and action. We, the living persons, modify the world of things, use it for our purposes, build cities, traverse seas, subdue nature to our service, develop government, social institutions, etc.; and in all of this we find ourselves given as active and controlling causes .- North American Review,

## **Reclaiming the** Florida Evernlades.

By S. Mays Ball.

HE Everglades occupy more than half that portion of the State of Florida south of Lake Okeechobee-the largest fresh water lake wholly within the United States except Lake Michigan. In this vast region there lies upon a subsoil of coraline limestone an immense accumulation of sand, alluvial deposits and decayed vegetable matter, forming a mass of sand and mud from two to ten feet or more in depth, that overspreads all but a few points

of the first strata. Upon the mud rests a sheet of water, its depth varying with the conformation of the bottem, which is very rough and irregular; seldom at dry seasons is it greater than three feet. The whole is filled with a rank growth of coarse grass, eight to ten feet high, with a serrated edge like a saw, from which it obtains its name of "saw-grass." In many portions of the Everglades the saw-grass is so thick as to be impenetrable, but it is intersected by numerous and tortuous channels that form a kind of labyrinth where outlets present themselves in every direction, terminating, however, at long or short distances in impenetrable barriers of grass. The surface of the water is quickly affected by rain, which makes a rapid alternating rise and fall during the wet seasons. The difference of level between highest and lowest stages of water is from two to three feet; the general surface of the Everglades is thus subject to great changes. Small keys are here and there met with, which are dry at seasons; there are many such upon which the soil is very rich. It is thought that these keys were, in days long gone, the sites of Indian gardens .-- Putnam's Magazine

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One of Judge Brewer's Stories.

An incident which Judge Brewer enjoyed greatly occurred in the old Copeland Hotel at Topeka. "I arrived in Topeka," said Brewer in telling the story, "and went to the Copeland. As I entered the office I passed the cigar stand and noticed several pictures of myself on cigar box lids, and above them the words, 'Our Judge.' After I registered the clerk called a small boy, very black, to carry my satchel to my room, and I accompanied him. He looked me over from head to foot, and before we had walked very far stopped and ad-

dressed me. "'Ain't you de man what manufactuahs dem dere 'Ouah Jedge' cigahs?' he asked, as his big eyes sparkled. "'Yes, I'm the man,' I said, but I

could not keep from laughing. It was too good a joke."---Kansas City Journal.

#### Steering an Aeroplane.

The driving of a motor car demands a fair measure of vigilance and nerve, but, by the general consent of those who have tried both governing the use of automobiles on

prominence of the human element in the new pursuit comes naturally out in the concentration of popular interest even more in the "flying men" than in their machines. When railways and steamships were new the absorption of public attention in them was immense. But the machine then dwarfed the man.--I Times.

steamship or the railway engine. The

A Cautious Judge.

Some years ago there was a trial for murder in Ireland in which the evidence was so palpably insufficient that the judge stopped the case and directed the jury to return a verdict of "Not guilty."

A well known lawyer, however, who wished to do something for the fee he had received for the defense, claimed the privilege of addressing the court.

"We'll hear you with pleasure, Mr. B----," said the judge, "but to prevent accident we'll first acquit the prisoner."-Tid-Bits.

Under New Hampshire's new law

# Mighty Germany

By Admiral von Koester, of the German Navy

HE carrying out of our naval programme is necessary to protect us against the attacks of nations, which view our economic success with jealous eyes. We require these successes bectuse the steady increase of our population compels us to devote special attention to the growth of our over-sea interests. Nothing but the strict fulfillment of our naval programme can create for us that importance upon the free world-sea which it is incumbent on us to demand. It is said that Germany cannot bear the burden of double arma-

ments by land and sea. The steady increase of our population compels us to set ourselves new goals, and to grow from a Continental into a world power. Our mighty industry must aspire to new over-sea conquests. The number of our merchant ships must be increased. We must dignify our colonies with more importance. Our world trade, which has more than doubled in twenty years-which has increased from \$2,500,000,000 to \$4,000,000,-000 during the ten years since our naval programme was fixed-and \$3,000,-000,000 of which is sea-borne commerce alone, can only flourish if we continue honorably to bear the burdens of our armaments on land and sea. The German nation in 1900, after mature reflection, adopted the naval programme Meantime our national fortune has grown by at least \$5,000,000,000--the estimate of \$500,000,000 a year is none too high-while the population has increased by \$,000,000. Thanks to strong land armaments Continental Germany has enjoyed the blessings of peace for forty years, and has raised herself to great affluence. Unless our children are to accuse us of shortsightedness it is now our duty to secure our world power and position among other nations. We can do that only under the protection of a strong German fleet, constructed according to the provisions of our naval law-a fleet which shall guarantee us peace with honor for the distant futre.

### eson and Neurasthenia-the American Disease · 1233 By Henry Van Dyke Cons. Sec

URIOUSLY enough, it was in France that the best treatment of this disease developed, and one of the famous practitioners, Dr. Charcot, died, if I mistake not, of the complaint to the cure of which he had given his life. In spile of the fact that nervous disorders are common among Americans, they do not seem to lead to an unusual number of cases of mental wreck. I have been looking into the statistics of insanity. The latest trustworthy figures that I could find are as follows: In 1900, the United States had 106,500 insane per-

a a population of 76 millions. In 1896 Great Britain and Ireland had 128,800 in a population of 37 millions. In 1884 France had 93,900 in a population of 40 millions. That would make about 328 insane persons in 100,000. for Great, Britain, 235 in every 100,000 for France, 143 in every 100,000 for America.

Nor does the wear and tear of American life, great as it may be, seem to kill people with extraordinary rapidity. In 1900 the annual death rate forms of amusement, it is nothing public highways; which went into ef per 1,000 in Austria was 25, in Italy 23, in Germany 22, in France 21, in Belto the steering of an aeroplane, From fect January 1, the registration fee gium 19, in Great Britain 18, and in the United States 17. In America the the point of view of personal daring is increased from \$3 to \$10, and the average age at death in 1890 was 31 years; in 1900 it had risen to 35 years. and initiative, the newest method of speed limit in compact portions of a Other things such as climate, sanitation, hygiene must be taken into account travel finds a closer parallel in the town or city is increased from eight in reading these figures. But after making all allowance for these things. early human feats of taming the to ten miles an hour, while in the the example of America does not indicate that an active, busy, quick-moving horse for riding and learning to sail rural districts of the State the rait life is necessarily a short one. On the contrary, hard work seems to be a boat than in the invention of the is 25 miles an hour Instead of only 20. wholesome, and energy favors longevity .- American Magazine.