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The author of the title old chestnut about the ingratitude of republics evidently lived too soon or not long enough.

A critic is one who thinks with discrimination. His judgment may be favorable or unfavorable. Candid criticism is always fair, honest and valuable. It saves the wheat and winnows out the chaff.

The Mississippi State Board of Health has pronounced in favor of the policy of isolation and disinfection of first cases of yellow fever, rejecting the old plan of local shot-gun quarantine against infected towns as barbarous, inefficient and destructive to the best interests of the State.

In notice given by the Government Department at Washington that the eligible list of stenographers and typewriters is getting small, and that examinations will therefore be needed to replenish the lists, much stress is laid on the fact that men and not women as operators are desired for the kinds of work enumerated.

The vegetarian congress, which has just been held in London, brought out the fact that there have been civilized vegetarians bears. One in Berlin it was necessary to kill after his diet had been changed to meat. Another, in Michigan, lost all his good vegetarian morals upon eating meat, and therefore killed and ate a kind and harmless dog.

There are in the Republic of Mexico 125 cotton factories producing bleached goods and prints. These factories contain 491,443 spindles and 14,759 looms, and they employ 23,731 workmen. They consumed from July 1, 1898, to June 30, 1899, 32,677,720 pounds of cotton. They produced 5,376,882 pieces of cotton goods and 2,414,277 pounds of yarn. The value of the production was \$14,963,299 in Mexican silver, and they pay into the Government taxes \$2,000,000 annually.

It appears from figures furnished by the Postoffice Department, at Washington, that the average person in Massachusetts, including men, women and children, spends \$2.30 on postage per annum. New York comes second, with an expenditure of \$2.27, and the District of Columbia third, with \$2.16. Colorado is fourth, with \$1.93, and Connecticut is fifth, with \$1.80. The States ranking lowest in this regard are South Carolina, with 25 cents per capita; Mississippi, with 34 cents; Alabama, with 34 cents; Arkansas, with 37 cents, and North Carolina, with 41 cents.

When it is remembered that the area of Africa is greater than that of any other continent except Asia, the latest estimates being 11,784,000 square miles, and that it embraces a vast wealth of natural resources that has not yet responded to the touch of civilization, it is amazing that the trading nations of the globe should have sold only a paltry \$400,000,000 worth of goods to its people in a year. The twentieth century, with the universal sentiment of commercial expansion that promises to mark its opening in years in all the trading nations of the globe, will surely witness a marvelous commercial development of the dark continent.

The majority of human beings must spend their lives within the bounds which have been drawn by the experience of the past, and must maintain themselves and do their work in the world by conforming to that which has been discovered, tested, and accepted as good for human society, philosophize the Christian Register. Before any one can have original opinions upon any subject which will be useful, he must commonly have mastered the results of the knowledge which has been accumulating since the world began. If he be a genius, endowed as geniuses are with the gift of insight, he may almost at a glance see how the matter stands, and where the needed improvement must begin.

The British Forces in South Africa.

Tremendous Preparations Made For the Contest With the Boers.

FLOWER OF THE ARMY IN THE FIELD.



HE whole of Europe is watching Great Britain at this crucial moment in her military affairs. Foreign statesmen and military experts regard the result of the war with the Boers as a foregone conclusion. What they scan with such anxious interest is her tremendous preparations for the contest.

By the result of these efforts will her strength be gauged. In assembling an army twice as large as that which she sent to the Crimea and considerably greater than Wellington's force at Waterloo, England is offering an illustration, for the first time in many decades, of her ability to fight on the land.

Although her naval strength has often been demonstrated to advantage, it has still been a matter of doubt whether her military arm would compare favorably with that of continental nations, and in the throes of such a test she has been engaged recently day and night.

Gangs of men are working incessantly at the ports on England's shores, transforming liners into troop ships. Largely augmented forces are ceaselessly turning out ammunition and ordnance stores.

Meanwhile the men for whom these implements of war are being made are pouring out of barracks to the ports, standing by to embark, drilling, manoeuvring and practising at targets every spare hour. The reserves are



GENERAL SIR REDVERS BULLER. (He commands the British forces in the field in South Africa.)

swarming into Aldershot in unheralded batches and reshouldering their rifles as if the transformation from civil to military life were merely an everyday occurrence.

The huge mobilization at Aldershot is now in charge of Major-General Thomas Kelly-Kenny, Inspector-General of Auxiliary Forces and Recruiting, who has succeeded General Sir Redvers Buller. All the work is new. It is the first time that anything of the kind has been attempted since the short-service system went into effect. A visit to Aldershot produces the impression that everything is going like clockwork, but it is too early yet to express a definite opinion regarding the British mobilization.

For the reserves themselves, who are obliged to leave their wives and families on a pitiful pittance from the Government, much public sympathy has been aroused, exemplifying the truth of Rudyard Kipling's jest, "A special train for Atkins when the band begins to play."

A number of reserves who were not called out have asked to be allowed to serve in South Africa, and a similar

Sir Redvers has been a soldier since he was nineteen. At that youthful age he was a commissioned officer of the Thirtieth Rifles, and on pure merit, combined with dogged determination, hard service and remarkable bravery, he forged his way ahead to the high position he now holds. In



TYPES OF THE BRITISH FORCES OPERATING AGAINST THE BOERS.

the war in Zululand he won the rare Victoria Cross in the retreat of Inhlo-bane. On that occasion he saved the life of a brother officer who was retreating on foot hotly pursued by the Zulus. This gallant deed was only a sample of his conduct.

Since that time Buller has been a conspicuous figure in the fierce fighting of the British on land invaded by their forces. He took part in the actions of Tel-el-Kebir and of Kassassin during the Egyptian war of 1882, and served with distinction under Wolseley in the Sudan expedition of 1884. It is the opinion of good judges that, with the exception of Wolseley and Roberts, Buller stands head and shoulders over any general now in the British army.

The excellent Boer marksmanship, combined with the fact that it is an unwritten rule in the British army that officers must always stand under fire even though the men are lying down, makes mourning probable in many a noble British house.

The Admiralty is perhaps more on trial than the army, especially as it is well known that General Lord Garnet Wolseley, the Commander-in-Chief, does not approve a system which gives the navy such far-reaching power in transporting troops.

In 1882 Great Britain despatched fifteen thousand troops in three weeks to Alexandria, Egypt, a feat that elicited the intense admiration of Count von Moltke, but the task of shipping more than fifty-two thousand men has no parallel in the history of England.

Already two branches of the service are beginning to blame each other for various delays, but it is scarcely apparent that there has yet been any serious lack of facilities. The ship brokers have undoubtedly worked something like a corner on the Admiralty, as they did during the Hispano-American War, and the recent breakdown of two transports is still the cause of considerable abuse of the Admiralty.

The most remarkable point in connection with the transport arrangements is that about eighty ships can be taken into the Government service without materially disturbing the shipping trade.

The weakest joint in the whole mobilization seems to be the Army Service Corps, corresponding to the United

to provide a second or third army corps for foreign service, these, or either of them, would have to go out without a full equipment. That this unpleasant discovery will form the subject of inquiry in Parliament goes without saying.

No matter what the general opinion may be as to the merits of the quarrel between England and the Transvaal, all the world believes that the former will freely spend both blood and treasure to establish her side of the argument. The troops which she will put into the field include many of the most famous regiments that have ever fought beneath English colors. This very fact should count for something in deciding the issue. The Boer, of course, will just as cheerfully shoot at a guardsman or a Gordon as at a meaner mark, but it should always be remembered, in measuring the relative value of the two armies, that while the burgher has no regimental traditions and morale to preserve, the Briton has both, coupled with a devotion to



A NATAL CARBINEER IN MARCHING ORDER.

his Queen, which should pretty nearly match the patriotic ardor of his Dutch antagonist. Among the historic regiments already in South Africa or under orders to go there, are the First (Royal) Dragoons, the Royal Scots Greys, the Sixth Inniskillings, the Sixth Dragoon Guards, the Tenth Hussars, the Twelfth Lancers, the Royal Munster Regiment, the Gordon Highlanders, the Black Watch, the Highland Light Infantry, the Liverpool Regiment, the Eighteenth Hussars and the Northumberland Fusiliers. All of these have records which would tell the story of most of the victories and not



PRIVATE OF THE EIGHTEENTH HUSSARS.

a few of the defeats achieved and sustained by the British army since that organization became an established entity.

The Gordons, who are now in Natal, have an old score to settle with the Boers. In 1881 the regiment was attached to Sir Evelyn Wood's column, about 150 men being detailed to the small force operating under Sir George Colley's command. They were among the four hundred who scaled Majuba Hill and vainly endeavored to hold that position against the Boer attack. Majors Hay and Singleton and Lieutenant Hamilton were wounded, Singleton fatally and Captain Macgregor and Lieutenants Wright, Macdonald and Staunton taken prisoners.

An Extraordinary Mountain. Near the little station of Mara, Mas, Peru, which means "marvelous," on the Southern railway, there is a mountain of which the most extraordinary stories are told. It is claimed to be a solid mass of ores of all varieties indiscriminately mixed, and as one citizen declared, "all you have to do is to blindfold your eyes, turn around three times, throw a little salt over your left shoulder, then begin to dig where your spade strikes and you can get any kind of ore you want—gold, silver, copper, lead, tin, antimony or anything else—and it lies right on the surface like gravel." The fact that this extraordinary mineralogical phenomenon has not been utilized, however, rather detracts from the interest of the story.—Chicago Record.

Gave Them Fair Warning. A Vienna paper relates that not long ago three soldiers were drowned in a military swimming school in that city. A few days later an officer harangued his soldiers as follows: "I want you all to be careful not to get drowned, because that creates no end of bother for the Colonel and the Captain. Besides, it is in your own interest, too!"

The railway mileage of Russia now amounts to 29,000 miles, which includes the great Siberian extension.

NEW YORK FASHIONS. Designs For Costumes That Have Become Popular in the Metropolis.

New York City (Special).—Some fascinating flannel waists are to take the place of the silk and cambric shirt-waist; they are almost invariably



FASCINATING FLANNEL WAIST. (The waist in this illustration, taken from Harper's Bazar, can be made in flannel, silk or satin, but should have a silk vest, and the fronts must be outlined with either black braid or black velvet ribbon.)

made of French flannel, and are unlined. They are regular shirt-waists with a yoke in the back, or plain back and with just a little fulness in front, and are fastened with small gilt but-

tons of the manufacturer's creation. The wings, very pointed in most cases, will be smartest when backed with some bright or soft color contrast, and it appears that their most fashionable position on the hat or toque will be with the points turned downward.

Designs of the "All-over" Laces. There are many stylish "all-over" laces with round dots half an inch in diameter and with small conventional figures that are to be made up in original ways this winter, the cream lace over white silk for waists. Many laces have patterns in chiffon set into net in black and white. There are the appliqued and embroidered net and one not in the trade could scarcely begin to name them all. There are variations in so many ways that there are lace that it is difficult to tell 't'other from which, and names used in the trade make only a necessary distinction and are beyond the grasp of the multitude.

For Pocketless Womanhood. Reticules of suede in fawn, gray or colors to match the gown are bestowed by Dame Fashion on pocketless womanhood. The frames of these bags are of gold or silver, and many are studded with gems, big Oriental pearls, eastern turquoises and sapphires and roughly cut bits of lapis lazuli, jade and other beautifully colored stones. Bags of curious Japanese and Persian leathers are ornamented by flowers, dragons, and masks of silver, bronze and gold, and one bag of gray leather has a frothy silver frame studded with coral, and the chain by which it is



THREE UP-TO-DATE WALKING GOWNS FROM THE NEW YORK PRESS.

ions. They are made in plain flannel to all light shades, and also in the polka-dotted flannel. The very prettiest are blue with a tiny polka dot of pink or red, while the red and blue with black polka dots are always smart. This is by no means an economical fashion, as the waists soils very quickly; but it is a very pretty one, and there is much more warmth in the flannel waists than in the silk ones.

One style of flannel waist is a little more elaborate and really more useful; it is made of plain flannel, red or blue, is cut out in a square at the neck, and has a chemisette and stock-collar of black satin; and on the sleeves, that are in coat shape, are small turned-over cuffs of black satin. These are pretty waists, and are fashionable with any skirt.

Walking Gowns That Are Up to Date. The large engraving shows three of the swiftest early winter gowns. That on the left is a tailor importation from Paris. Green broadcloth in two shades is the material, with appliques of yellow lace. The jacket is very stunning, with elaborate stitchings and strapped seams. It falls away from the shoulders with a peculiar effect, showing the yoke and its lace embroidery.

The gown in the centre is strictly English. It is made in one of the latest gray checked suitings, severely plain, with strappings of the same material. A vivid scarlet girdle and collar give a desired bit of color.

A Feather Season. The greatest ingenuity is expended at present in the making of birds of wonderful plumage, and wings of iridescent hue, out of the feathers of the humble but necessary barndoor fowl. Of course it is much to be commended that such good results can be obtained by the feather manufacturers without the slaughter of countless wild birds of the woods, and we can enjoy with easy conscience, the many elegant feather-trimmed chapeaux that will this season be prepared and sold. For this is undoubtedly to be a feather season—from the beautiful and expensive Paradise ospreys and ostrich plumes to quills, wings and couteaux

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IF INTERESTED WRITE TO-DAY.

President Eliot, of Harvard University, while addressing the graduates in part said: "There is a subtle power lying latent in each one of you, which few have developed. It is called personal magnetism or Hypnotism. I advise you to master it." The power referred to above lies latent in every person, and can be used for good or evil. It is a fact acknowledged by every student of the subject. Hardly a day passes but what one reads of some astounding feat or wonderful cure, performed by persons of well-developed Hypnotic magnetism.

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CARTER'S INK

The best ink made, but no poorer than the poorest.

(From the BROOKTON TIMES, Oct. 10, 1899.) Brocton's prosperity is so closely allied to the prosperity of the shoe industry that it will, no doubt, prove a matter of interest to a large number of people to learn the actual average earnings capacity of each individual employed in the making of the world-famous Brocton shoe. For illustration: At the factory of the W. L. Douglas Shoe Company the pay roll for the week ending Sept. 28, excluding superintendent, foremen, salesmen and all clerical help, shows the average earnings of the employes, large and small, to be \$15.50 per week. This was not an extraordinary week. It was the customary pay roll. The amount earned per week, however, does not always tell the story of the prosperity. The number of weeks employed each year is the determining factor in the wage earners' prosperity. The Brocton factory has been closed but one week this year, and that for the usual summer stock taking, and it will be closed but three or four days in December. This would make but nine days out of the year that the factory is closed, which is as steady work as the most industrious shoemaker could desire.

Owing to increased business, another addition is to be made to the Brocton factory. It will be 100 feet long, 40 feet wide, and five stories high. It will be ready for occupancy early in December. This addition increases the capacity 25 per cent. The W. L. Douglas Shoe Company has the largest factory in the world, producing an average of 1,500,000 and \$3,000,000 shoes. Mr. Douglas says that the prospect for successful business for Brocton manufacturers was never so good as now, and that collections are better than for years.

RAILS GROUND TO DUST.

Effect of the Constant Wear and Tear on a Railroad. As consumers of steel the railroads in the vicinity of Pittsburgh lead the world. During the past three months 170 miles of new steel rails, averaging ninety pounds to the yard, have been put down or distributed within thirty miles of the center of the city, says the Pittsburgh Dispatch. There are 1,760 yards in a mile, which would mean 299,200 yards for one line of rails in 170 miles, or 26,928,000 pounds, or say 53,856,000 pounds for both lines of rails, or 269,283 tons of steel rails needed in one year for Pittsburgh roads, ninety per cent of which was for renewals on old lines. There is somewhat of a mystery regarding where the steel worn out on a big road goes to. It is ground down almost to imperceptible dust by the constant friction of the grinding wheels, and this friction is forty-five per cent greater on curves than on straight stretches of track. The wear is also much greater on ascending grades on a straight track than on a descending grade. On curves the wear is almost lateral or horizontal, while on straight track it is perpendicular, with a slight inclination toward the inside of the rail next to the flanges of the wheels. The millions of tons of steel ground down to dust by the wheels of trains in this country are lost. It cannot be regained for scrap because it settles down into the ballast, is brushed away by the rush of air caused by the swiftly moving train, and, like the star dust which falls upon the ocean, is lost forever. In time, as civilization and the wheels of civilization move on, the railroads of the chief steam railways, as well as part of the adjoining ground, will become thoroughly impregnated with steel and iron dust from the grinding up of rails and wheels, because it must be remembered that the wheels grind the rails and the rails grind the wheels and this constant shower of iron and steel dust is accumulating along our railroads at a rapid rate.



A THREE-QUARTER LENGTH COAT. TRAVELING WRAP.