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Arbitration in Massachusetts.
The report of the state board of conciliation and arbitration of Massachusetts for 1901 shows gratifying progress in the adoption of the principle of arbitration in the adjustment of labor troubles.

The report further shows that there is an increasing tendency to make use of the services of the board. A majority of the cases dealt with were those in which an appeal was made by both parties or by one party, and it also appears that a larger number of the contests brought before the board were settled than ever before.

There is, however, one feature of the situation which is not so encouraging. As the Boston Transcript in a discussion of the report intimates, voluntary state arbitration may be locally successful and yet it is powerless to meet completely the demands of modern industrial conditions.

Driving Out the Finns.
Striking evidence of the bitter resentment excited among the Finns by the withdrawal of the autonomous rights which they had so long enjoyed and the remorseless process of Russification to which they have lately been subjected is found in the emigration figures, showing that thousands of them are going into voluntary exile rather than endure the new condition of affairs at home.

According to the latest official statistics, it appears that from 1891 to 1898, inclusive—that is, under the old system—the yearly average number of emigrants from Finland was 3,378. In 1899 the number was 12,357, in 1900 it was 10,642 and in 1901, 12,659. During the first two months of the current year no fewer than 5,057 Finns emigrated, and the volume is now greater than ever, owing to recent events in Finland.

In thus driving out the Finns the Russian empire is losing a considerable element of its best, most intelligent and orderly citizens. Many of them are coming to this country and settling in the northwest, where they are welcome as desirable additions to the population.

One of the marked tendencies of the times in juvenile literature, says an exchange, is the decrease in books written distinctively for girls. Of books for the young there is an ever increasing number, but the expansion is confined solely to boys' books or to volumes meant for both boys and girls.

It is reported that panama hats are going out of style owing to the fact that it is becoming impossible to tell them from the imitations. These are sad days for the man who has money enough to afford the real thing.

It is now proper to congratulate all parents whose children have survived the fireworks.

Getting to Work on the Canal.
The promptness with which the president and his cabinet have taken up the preliminary work on the isthmian canal is gratifying to the American people. The president must determine the sufficiency of the title that can be conveyed to the United States by the Panama Canal company, a treaty must be negotiated with Colombia securing the necessary rights, and a technical commission must be appointed to carry on the actual work of construction.

As a first step it has been decided to refer the matter of title to the attorney general, it being purely a legal question. It is intimated that the attorney general will attempt to secure from the French government directly, through the chamber of deputies in all probability, some legislative declaration which shall have the force of law and effectually affirm the legality of the acquisition of the canal property by the United States.

Assuming that sufficient title can be secured, the next step will be the negotiation of a treaty with Colombia, and there seem to be no obstacles in the way. The Colombians are apparently anxious that the canal shall be built through their territory.

In view of the activity of the staunch supporters of the Nicaragua canal project, who have hitherto left nothing undone to effect the defeat of the Panama measure, it becomes our bounden duty to urge the national government not to procrastinate, but to proceed with as little delay as possible to pass the necessary legislation so that the president of the United States may put the law in execution by beginning the construction of a Panama canal without delay.

Wise Provision of Irrigation Law.
An important and judicious feature of the new irrigation law is the provision made for limiting the sale of lands to bona fide settlers and the provision that not more than 100 acres shall go to any one person in one tract. This opens the way to the homesteaders of the crowded eastern cities and gives assurance that no large tracts of the public domain will come into possession of one man or one corporation.

Aside from the ultimate reclamation of a vast empire, embracing 75,000,000 acres of arid and semiarid lands, now practically a barren waste, the enlistment of national aid on a scale of great magnitude has a wide reaching commercial interest that concerns all sections of the country. It was this commercial interest that prevailed against the opponents of the measure, who maintained that it would seriously affect present farm values and that it was "unfair to the farmers of other states."

As the law provides that only a comparatively small area is to be reclaimed each year, there would seem to be no danger that these lands will be opened to settlement and cultivation faster than the development of the nation's resources would require, while it opens the way for vast future possibilities.

The city authorities of Chicago have passed an ordinance prohibiting the cruel sport of shooting trapped birds within the city limits. The state of Illinois should follow the lead of Chicago and enact a law to stop the brutal and debasing pastime within the commonwealth.

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Poor little Alfonso! He is not even permitted to pick out a girl to suit him for a wife and do his own sparking. What's the fun in being a king anyway?

And did we sink the Spanish fleet, too, by request, just to satisfy Castilian honor?

The Work of Congress.

The first session of the Fifty-seventh congress, which ended a few days ago, in many respects was the most remarkable in recent years—remarkable for what it left undone as well as for the acts which it passed.

Unquestionably the most important and popular legislation of this session was the authorization of the isthmian waterway, which has been talked of for more than half a century, thus giving assurance that the dream of engineers and navigators and the desire of the American people will be realized in good time.

Another measure of far-reaching importance passed at this session was the irrigation bill, which will ultimately reclaim and make fertile approximately 75,000,000 acres of arid and semiarid land of the public domain.

The measure over which both houses of this session of congress battled most fiercely was the Philippines government bill. Seemingly the measure did not have as much importance as the debates upon it would make it appear.

Some measures of importance which passed one house or the other failed to receive the approval of both houses and remain for future consideration. Among these were the Cuban reciprocity bill, which was strongly urged by the president and his advisers and over which a hard preliminary battle was fought; the shipping bill, which was a relic from the last congress; the omnibus statehood bill, providing for the admission to the Union of the territories of Oklahoma, Arizona and New Mexico; measures for the regulation of immigration and the suppression of anarchism and the protection of the lives of high officials from anarchistic attacks.

While abolishing special war revenue taxes, which, it is estimated, will reduce the nation's annual income \$70,000,000, this session of congress has been extremely liberal in the matter of public improvements. It passed a river and harbor bill carrying in actual cash appropriations and authorizations of contracts for great works \$70,000,000 to be expended to improve the waterways and harbors of commerce. In addition to this, provision was made for public buildings in 187 cities of the country to cost when completed \$20,000,000.

- The total appropriations for the session were, according to the statement made by Chairman Allison of the senate committee on appropriations, as follows: Agriculture \$5,208,960; Army \$1,530,136; Diplomatic and consular \$1,967,925; District of Columbia \$8,947,528; Fortifications \$7,288,955; Indians \$1,143,902; Legislative, etc. \$25,298,361; Military academy \$2,627,324; Navy \$78,678,963; Pension \$139,842,239; Postoffice \$158,436,598; River and harbor (exclusive of contracts authorized) \$26,726,442; Sundry civil \$60,125,359; Deficiencies \$28,039,911; Miscellaneous \$2,600,000; Isthmian canal \$50,130,000; Permanent annual appropriations \$123,921,220; Grand total \$800,193,537.

The total last year was \$730,338,575, an increase of about \$70,000,000. It costs an enormous sum of money to run this great country, but the American people, who foot the bills, are not inclined to find much fault with large appropriations if the money is wisely and judiciously spent in the legitimate expenses of government or in expenditures which add to the greatness and glory of the nation.

Mme. Cambon, the wife of the French minister, remarks that the style of dress of American women shows greater skill and taste than that of the Parisians. Mme. Cambon seems to be even more tactful than her distinguished husband, who ranks as one of the greatest diplomatists at our national capital.

There is a current impression that the prompt acceptance by the house of representatives of the Panama canal route and its approval by the president are something in the nature of a joke on certain gentlemen.

The Haitians, having expelled President Simon Sam, are now engaged in trying to expel each other. It is not likely that there will be permanent peace in the country until they succeed.

Visitors to the grave of the most famous violin maker of Cremona are said to experience a peculiar sensation. Possibly it is one of gratitude that he made so few of them.

Lord Kitchener is on his way home, ready to sign with the management for any other war where his services are required.

Arrival and Departure of Trains

Table with columns: Wk, Cn, AR, AR, L.V., L.V., AR, AR, Cn, Chic. Rows for Week-Day Trains (North and South) and Sunday Trains (North and South).

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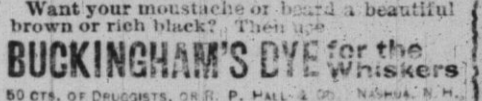
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