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SOUTHERN COMMERCIAL CONGRESS.

There will be stirring times in Washington city next week on account of important meetings to be held there. Congress will meet on Monday. This, as usual, will draw public attention. Then, as was announced in this paper a few days ago, the National Rivers and Harbors Congress will meet on Wednesday. This gathering will be largely attended by representative business men from every section of the country and will be of even greater interest to the general public than the Congress.

During the same week there will be another important assembly in that city. The Southern Commercial Congress will convene on Monday and remain in session two days. This will be the first co-operative move on the part of Southern commercial bodies. Its purpose is to "create through the South a greater self-knowledge and a fuller understanding of the commercial destiny of the Southern States."

The purpose also is to remove from other portions of our own country and from Europe the misunderstandings existing relative to health and educational conditions in the South. In other words the object of this congress is to aid our own people in acquiring a fuller understanding of the South's natural resources and her future possibilities if those resources are properly developed and to overcome the false impression existing in other sections as to conditions here which tend to keep out foreign capital and to prevent that class of immigration to our States which is so much needed to develop our natural resources and to bring under cultivation the large areas of unproductive land, though the question of immigration, as well as every other one on which there is division among our people will not be subjects of debate.

Of the many questions to be discussed are such as Southern Health Conditions, Climate and Temperature, by Surgeon General Wyman; Influence of the Panama Canal on the Industrial Development of the Nation, by Secretary of War Wright; Ports of the South and Foreign Trade, by M. J. Sanders, of New Orleans; Water Courses of the South, by John A. Fox, of Arkansas; Southern Railroads and Their Needs, by Jno. F. Wallace, of New York. The various subjects connected with agriculture, mining and manufacture in the South will also be discussed.

If this move is properly conducted—the right kind of men in control—it can do the South a great deal of good, and we hope it will be largely attended by representative men.

THE WYATT MEMORIAL.

John A. Mitchener, of Selma, N. C., Secretary of the local Wyatt Memorial Association, which is trying to raise funds for erecting a monument to the North Carolina soldier who was the first to give up his life in the cause of the Confederacy, publishes an appeal for funds in which he says: "The movement inaugurated to raise funds with which to erect a memorial is not eighteen months old. There is in hands of the treasurer a very creditable showing in cash for so short a time. The situation is now an interesting one and calls for cash now from all who intend to help. It is this: I have a conditional subscription, Spot Cash, of one thousand dollars, if on the first day of January, 1909, I can show that a certain amount is ready in the hands of the treasurer. To remove all doubt as to getting that one thousand dollars for a New Year's present, I shall on Christmas eve night hang up a Wyatt stocking in which I hope to find from all sources the next morning checks or pledges or statements showing what is now ready to be placed with that in the hands of the treasurer, and that I can the next day publish a large subscription list paid in."

WOMEN TO THE FRONT.

There is hope for the suffragettes. If they persist in their efforts they may yet win. Women are surely coming to the front in public matters more rapidly than ever before. The News and Observer points out these two instances:

"Not only did the Democrats of Colorado elect a woman State Superintendent of Schools, but the Mecklenburg Medical Society has chosen Miss Annie Alexander, M. D., president of the Mecklenburg Medical Society. The medical profession should peculiarly appeal to woman and in another generation they will be an hundred times

more numerous than now. Mecklenburg doctors are both sensible and gallant."

Ex-Mayor Woodward now realizes the power of public sentiment in controlling political elections; that where a moral question is involved it is stronger than party ties, and that a man should be careful how he opposes it or attempts to go contrary to the rules it lays down regarding the conduct of public officials. The day has passed when a man can pursue the course he has and retain his hold on a constituency. Sobriety and moral conduct are considered just as necessary in a public official as mental capacity. In the overwhelming defeat of Woodward the people of Atlanta taught him and all men of his kind a lesson which it would be well for them to heed.

Those little baby boats the naval authorities are sending to the Pacific coast and to the Philippines will be out of date by the time they reach their destination if they are successful in doing so at all. Those for the Pacific should have been sent overland by railroad. That would have been cheaper and less hazardous, and those to the Philippines should have been put aboard the next transport sent to the East.

In the Democratic States of the South the lumber men and the cotton mill men want tariff protection for the products of their mills; the growers of rice, peanuts, cotton and other crops, each wants the out-pit of his farm to receive similar protection. This is the commercial view of the question, which is very different from the political demand for tariff for revenue only.

The successful contestants in the automobile races at Savannah drew pretty good prizes, but then they took big risks to win them. In such races the margin between life and death is a mighty narrow one. The wonder is that there were not more serious accidents. Every man taking part in the races put his life in serious jeopardy.

We can't see any entanglements in the agreement just entered into between Japan and the United States. It does not alter the former attitude of our Government on the Eastern question or bind it to anything new in Japan's favor.

CURRENT COMMENT.

—It may be true, as Rockefeller declares, that the oil business is a peculiarly hazardous one; but when a business enables those engaged in it to "hedge" as luxuriously as John Deere has, the hazard appears to be what the insurance men call a "good risk."—Columbia State.

—A sporting writer in the Columbia State the other day, writing on the fact that Columbia had dropped out of the South Atlantic League and the possibility of entering some other league, made this statement: "The population of the Carolina Association towns in an estimate for 1907: Charlotte 30,000; Greensboro, 10,035; Winston, 10,008; Anderson, 15,000; Spartanburg, 17,000; Greenville, 12,000; Greensboro 10,035; Wovv, Greensboro, no doubt, could place all of Columbia in that auditorium and still have room for a baseball diamond in the building.—Raleigh Evening Times.

—It is to the credit of the New York World that it should confess that the version of the German Emperor's interview with Dr. Hale, which it published some days ago, was a fabrication from the whole cloth. But the investigation which induces the retraction should have preceded the publication of the article to satisfy the requirements of decent journalism. The matter was one of great importance, involving, possibly, even the relations between Germany and England, to say nothing of the personal entitlement of the German Emperor to fair treatment. Its greed for sensation is a very serious fault in a journal which is in many respects ably conducted.—Virginia-Pilot.

The Virginia 2-cent passenger rate case affords another example of the curious differences that occur in judicial opinion even in the highest court. Justice Brewer dissented from the decision of the majority as rendered by Justice Holmes, on the ground that the decree of the lower court was right and should be upheld. Chief Justice Fuller and Justice Harlan concurred in the conclusion that the decree should be reversed, but put it on the ground contended for by the Virginia Commission, that the latter was a judicial body, in effect a State court, with whose decrees a Federal court could not interfere. Such are the uncertainties of the judicial mind.—Journal of Commerce.

—Frank H. Hitchcock, the man who rounded up the delegates to secure Mr. Taft's nomination and who subsequently served as chairman of the campaign committee, has won his reward in the form of the place as Postmaster General in the Cabinet. We know nothing of Mr. Hitchcock's fitness for this responsible post, but we suspect fitness is a secondary consideration with party services as the first. The custom of rewarding successful political manipulators with Cabinet positions is one to be deprecated and which, if persisted in, will inevitably lower the standard of government service. In this case the prospective appointment has very much the appearance of a "deal."—Danville Bee.

—It must be inferred that the appointment of a new Public Printer at Washington means that the big government printing continues to baffle all the efforts of the President of the United States to place it on a decent basis of business-like efficiency. If

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a record of Mr. Roosevelt's failures in office were to be compiled, after his retirement, the government's printing shop might head the list. But the plan and its problems have baffled all Presidents and many continue to baffle them for years to come unless Congress wakes up to the necessity for a printing reform. Mr. Roosevelt, while in office, has now had four public Printers to deal with, and the two in particular whom he appointed with the purpose of placing thoroughly trained men in control of the plant—men who were not politicians and had no political antecedents—have quickly succumbed for one reason or another. The trouble with the Public Printing office is that politics has ruined it.—Springfield Republican.

—As some doubt has apparently arisen in this country, as well as in Europe, as to just what was meant by the "two-Power" standard, which the British Navy is supposed to maintain in comparison with other navies, the question has been put directly to the British Premier during a debate in the House of Commons. Mr. Asquith, who has apparently irrevocably adopted the two-Power standard as part of the Liberal programme, announced that this meant a preponderance for Great Britain of 10 per cent over the combined strength in capital ships of the two next strongest naval powers. This seems explicit enough, yet some of Mr. Asquith's followers professed to believe that neither the United States nor Japan were included in these calculations. This question was propounded to the Premier in Parliament like the other problem had been, and he made it perfectly clear that the words, "two next strongest Powers," meant to include all nations, wherever situated. As the United States and Germany hold the second and third places among the world's navies, the two-Power standard in the British Navy actually means that the strength of that Navy is to be maintained so as to show a preponderance of 10 per cent over the combined strength of the United States and German Navies.—New Orleans Picayune.

TWINKLINGS.

—"How did he lose his money?" "His father-in-law failed."—Illustrated Bits.

"I can see Maude's finish." "So?" "She's on the third lap now."—Chicago Record.

—Mrs. Knicker—Where do you keep your auto? Mrs. Newrich—In a mirage, of course.—New York Sun.

—Caller—Is the lady of the house in? Waitress (who has been given notice)—She's in, but she's no lady.—Life.

—"Are you fond of entertaining callers?" "Yes," answered the lady addressed, "but few of mine are that variety."—Louisville Courier-Journal.

—The One—But if you have the money, why don't you pay your debts? The Other—Because if I did that I wouldn't have the money.—Chicago News.

—Lawson—I want you to read the manuscript of my new novel. Dawson—"Thank you, but I think I will wait till I can read the proofs."—Somerville Journal.

—"The best man in Georgia," said the old farmer to his son, "came from the plow." "That's what I want to come from," said the youth, "an mighty quick, too."—Atlanta Constitution.

—Lady Godiva explained. "It was a compromise," she said. "The original proposition was that I should appear on the street in a directory gown." From which we learn they drew the line in those days.—Chicago Tribune.

—The Dominie—Why are you anxious for me to dine with you on Thanksgiving, my young friend? Freddie—Cause dad said he wouldn't go to the expense of a turkey unless some one would tell 'em to dinner.—Puck.

—John—O! tell 'ee, Maria, we did it in style—we had a fly from the station. Maria—Goo! gracious, John! You don't mean to say you a bin in one of they wunnerful nasty ol' airplanny things like ye was tellin' me on?—The Tatler.

—His mother was telling 8-year-old Jack of John D. Rockefeller's success, and, he listened, he said: "Yes, I know him." "No, I guess you don't know him." "Why, yes I do," he replied. "I have seen him a good many times when he goes by on his oil wagon."—Delinicator.

WHAT IS A DAY?

You Probably Think It Is Twenty-four Hours, but It Isn't.

Nine persons out of ten—yes, 999 out of every 1,000—if asked how long it takes the earth to turn once on its axis would answer twenty-four hours, and to the question, How many times does it turn on its axis in the course of the year? the answer would be 365¼ times. Both answers are wrong. It requires but twenty-three hours and fifty-six minutes for the earth to make one complete turn, and it makes 366¼ turns during the year. The error springs from a wrong idea of what is meant by a day.

The day is not, as is commonly supposed, the time required by the earth to make one turn on its axis, but the interval between two successive passages of the sun across the meridian—that is to say, the time which elapses after the sun is seen exactly south in its diurnal course through the heavens before it is again seen in that position.

Now, in consequence of the earth's revolution in its orbit or path round the sun, the sun has the appearance of moving very slowly in the heavens in a direction from east to west. At noon to-morrow the sun will be a short distance to the east of the point in the heavens at which it is seen at noon today, so that when the earth has made one complete turn it will still have to turn four minutes longer before the sun can again be seen exactly south.

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