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The country desires to have the testimony of Representative Richardson before the committee on his bribery discovery printed in full. It is time a little gayety should pervade the Washington dispatches.

The meeting of the odds and ends of crankism and discontent at Louisville excites curiosity in these solidly prosperous times, but in 1896, when they were headed by Bryanism, those elements caused widespread anxiety.

Indianapolis as well as Indiana desires that the public building should be built of Indiana stone. The desire of the people in the city that is most interested in the building should be potential when what they wish will cost less money.

Those papers which have assumed that all Muncie is in sympathy with Neely do that city an injustice. As usual, the few people who talk most freely for publication do not represent the intelligent and fair-minded citizens of Muncie.

A remarkable feature of the election in Chicago on Tuesday was that of thirty-six aldermen elected twenty-eight were indorsed by the Municipal Voters' League in the interest of reform. The result shows the benefit of that kind of organization in city politics. Officers of the league predict that the new Council will be the best the city has ever had.

The higher prices of real estate in this city come as the result of a natural growth which makes values, and not of a boom. The truth is Indianapolis is growing faster than many of its citizens realize, and the advance in the price of properties suitable for small homes the past three or four years will surprise those who are not in the real-estate business.

The selection of Representative Griggs, of Georgia, for chairman of the Democratic congressional committee attracts attention to the fact that in 1900 his vote was 7,299, with twenty-four scattering, or a total vote of 7,323. In this district at the same election the total vote was 59,160—as many votes as the Democratic candidates received in eight districts of Georgia.

There is nothing new or important in the recent decision of the New York Court of Appeals regarding the right of workmen to strike. They may strike—that is, refuse to work—for any cause whatever, however personal or frivolous, but the point in dispute has always been as to their right to interfere with others who might wish to continue work or to take their places.

The Minneapolis Tribune says it is asserted by those represented in the milling interest in that city that a considerable trade could be built up in Canadian wheat if the duty were repealed. As the wheat or flour would be exported there may be little objection to the abolition of the duty on wheat; but as a part of Canadian reciprocity the repeal of the duty on farm products for consumption solely in our large border and Atlantic coast cities, for which the home supply is ample, is a very different matter.

The testimony of the railroad officials before the Interstate-commerce Commission gives the impression that the freight charges on staples for export are a little lower than those for domestic consumption. This is doubtless due to the fact that such shading of rates is necessary to control the foreign markets, thus proving what has been known for years, that to get a foreign market for a surplus lower prices must be made. In this case the transportation bears a share. Also, in this case the tariff has no more to do with it than it did when, years ago, Great Britain sold its surplus of textiles and iron to us at lower prices than prevailed at home.

For a long time past the need has been felt of a safer and more convenient plan of making small money remittances through the mails than now exists. It is not altogether safe to send small bills, and the registry letter system involves some expense as well as inconvenience. To obviate the difficulty it is proposed that the government issue a new form of currency to be known as post check money. According to the plan proposed it would be issued in denominations of $5 and less, taking the place of the one, two and five-dollar notes, and in fractional denominations of ten, twenty-five and fifty cents. The notes would differ from any heretofore issued in that each one would have a blank space for special indorsement, making it payable to a particular person, and could thus be transmitted by mail as safely as a draft or check. It would in effect be a personal check on the United States government, as safe for transmission as any bank check. It is claimed by the originators of the plan that it would greatly facilitate the transmission of small sums and save the time and expense involved in procuring money orders, postal notes or registered letters. The merits of the plan will be examined by a commission of postoffice and treasury officials.

### A SUGGESTION TO NORTHERN DEMOCRATS.

The Democratic wisdom and ingenuity of Virginia has been at work ten months to devise a section for the Constitution of that State which will disfranchise blacks without disfranchising whites. The length of time devoted to the task without completing it indicates the puzzling features it presents. The greater difficulties of the task appear when it is added that nearly all of the ablest Democrats in the State are members of the constitutional convention.

A suffrage plan has recently been announced. It begins with "an understanding clause" after 1904, which means that a white who cannot read will be permitted to explain some provisions of the Constitution to the satisfaction of the election enrolling officers. As these officers will be Democrats and the man expounding the Constitution will be a white Democrat, one need not be a profound person to discover that the white who cannot read can satisfactorily expound the Constitution to the extent of qualifying to vote. The prepayment of a poll tax for three years preceding the election is also required. Federal and Confederate soldiers and their sons are exempted from all these requirements. After 1904 the voter must make application in his own handwriting and prepare his own ticket. Persons who pay taxes on $250 are exempted from every other qualification. After all this work it is estimated that 40,000 negroes can vote after 1904, while many illiterate whites will be disfranchised.

This plan for the regulation of suffrage is commended to the attention of the readers of the Journal as the latest expression of Democratic wisdom in a State ruled by Democrats. It involves three essential features, namely, (1), the prepayment of a poll tax for three years preceding the election at which he would vote; (2), he must be able to read and write intelligently; (3), in lieu of poll tax and educational tests he can prove the payment of taxes on two hundred and fifty dollars' worth of property. Such are the qualifications for all voters except those who are the sons of Confederate and Federal soldiers. The essential feature of this latest declaration of Democracy regarding suffrage is that it is not a natural, but an acquired right. The male who arrives at the age of twenty-one years no longer comes into the right to vote as an inherent one, but he must either have the ability to read and write or property valued at $250 upon which he pays taxes.

The Democratic statesmen of Virginia have painfully devised this plan for conferring the right of suffrage in order to eliminate from a participation in public affairs, provided they are negroes, those who have not sufficient intelligence to participate in making government unless they have paid a poll tax for three years or a tax on two hundred and fifty dollars' worth of property. The right to vote involves the obligation to help support the government by taxation. Even reading and writing does not free a man of the obligation to contribute to the support of the government, as no man can qualify by reading and writing unless he has paid three poll taxes. When it is recalled that ex-City Controller Johnson declared in a tax report that about 75 per cent. of the males of the voting age in Indianapolis did not pay any tax one gets an idea of what the Democratic plan of Virginia would mean if applied to this city.

Just now the Democratic leaders are beating about for an issue. Why not make the Democratic scheme for suffrage an issue on the broad ground that suffrage is an acquired right implying obligation, and that the qualification should be the same in all States?

### SENATOR HANNA AND THE RATHBONE CASE.

The sensational dispatches sent out from Washington regarding Senator Hanna's attitude towards the Rathbone case justified him in defining his position in the matter, and he does so with characteristic frankness. Among other statements it has been said that he intended to ask the President to pardon Rathbone, and, this failing, that he would try to have passed a special act of Congress authorizing a new trial in this country. There are obvious reasons why neither of these plans could be expected to succeed, and Senator Hanna is not apt to undertake hopeless tasks. He denies any intention of doing either. In his statement he says there is nothing underground or secret about his intentions. "I have known Rathbone for a long time," he says, "and believe him incapable of committing a criminal act. I will employ a lawyer, who will go to Havana and secure a transcript of the testimony at the trial. This will be translated into English and I will go over it with him. After the evidence has been analyzed we will decide what is best to be done." He does not know what he will attempt to do further than employing a lawyer to analyze the testimony in the case, but he will be governed by circumstances, and he says "I will do everything reasonable and possible to help Rathbone, and will not stop until I am absolutely convinced that he is not deserving of all the aid I can give." In this position there is nothing dishonoring to Senator Hanna. On the contrary, many persons will admire him for standing by an old friend who is under a cloud and for frankly declaring his intention to aid him if possible. If the senator thinks, as he evidently does, that Ratbone did not have a fair trial, or was unjustly convicted, there is nothing dishonoring in his trying to have the wrong righted. Senator Hanna is known as a man who stands by his friends, but not as one who condones crime. He intimates that if he should become convinced that Rathbone does not deserve his aid he will make no further attempt to befriend him. It must be remembered that Rathbone had a clean record until this Cuban business, and many of his old friends in this country think just as Senator Hanna does that he did not get a fair trial and was convicted largely because he was found in bad company. It is not at all unusual for the friends of a person who has been, as they believe, unjustly convicted of crime, to stand by and try to aid him. Thousands of distinguished Americans, men and women, have labored for years to secure the pardon of Mrs. Maybrick, who is confined in an English prison under a sentence for murder, of which they believe she was unjustly convicted. Believing that his old friend has not had fair play, Senator Hanna proposes to investigate the case and do what he can towards righting what he thinks an injustice. This is characteristic of the man and in no way discreditable to him.

The Philippine civil government bill which Senator Lodge has reported to the Senate continues the present system of administration by the civil commission, leaving until the restoration of peace the determination of the future government of the islands. New clauses provide for the taking of the census when peace shall be established and for the establishment of a system of insular silver coinage by the United States. The pledge of popular representative government in the islands is reaffirmed, but no promise as to the nature of that government is made and will not be made until peace is restored to the satisfaction of the President, further than that it shall be consistent with the welfare of the natives of the islands and the duties of the United States to them. In brief, the Lodge bill is an embodiment of the Republican policy for the islands. The conditions which are developed will determine the relations of the islands to the United States. On the other hand, the Democrats would offer independence when the people shall show themselves fitted for self-government. Much will be said about the matter, but the single difference of policy between the Democrats and the Republicans is that the former would now promise the Filipinos independence when they are fit for it, and the Republicans offer popular representative government when they are qualified for it, but decline to say whether that government shall be independent or under the protection of the United States.

An amusing controversy has arisen, causing a big lawsuit, relative to the brand of wine used in the recent christening of Emperor William's yacht. It seems that after the event leading German papers published in their advertising columns a telegram over the signature of the German ambassador at Washington that the wine used was the German Rheingold, while a French house has certificates from Mr. Downey, the shipbuilder, and others that the yacht was christened with champagne of the Moet-Chandon brand. As a result of the controversy the French house has brought suit against the firm representing the German wine for $200,000 damages and threatens to have the German ambassador called to account for misrepresentation. As the yacht was built by American hands, launched in American waters and christened by an American girl they should have used American wine.

## THE HUMORISTS.

### An Ode.

Hail, geddle Sprig! Ob thee I sig,
Thou season full ob glee!
Avaunt with Widter, Subber, Fall,
Give geddle Sprig for be!

—Puck.

### They Come That Way.

Philadelphia Press.

Customer—Have you "Prometheus Bound?"

New Clerk—I guess we're all out o' Prometheuses, ma'am, but if we had the book at all it would be bound, sure.

### Their Church Relations.

Life.

"Dear, I sometimes wish that our creeds were the same."

He—yes. It wouldn't be quite so complicating if we both stayed away from the same church.

### Lucky Man.

Catholic Standard.

"Talking about music," said Cadleigh, "there goes a man with a splendid ear for it."

"Nonsense," replied his long-haired friend; "he's stonedeaf."

"Exactly."

### His Definition.

Washington Star.

"What is your idea of a statesman?"

"A statesman," said Farmer Corntossel, "is an officeholder who can quit thinking' about quail on toast once in awhile and remember the American eagle."

### On April First.

Baltimore American.

Merrily the young wife watched her husband devouring the cotton-batting cakes at breakfast.

"You seem to be enjoying them," she remarked.

"Yes, I am," he said. "They are much better than the ones you usually make. Did you send for mother's recipe?"

## DR. HALE AT HOME.

### Daily Routine of the Boston Sage at Eighty Years.

Philadelphia Press.

Almost at the crest of the hill over which Highland street, Roxbury, is laid out stands a house which bears about it the marks of a distinctive individuality, if the phrase may be allowed. It was built nearly a century ago, before the Highlands were considered a part of the city of Boston, and while they were a favorite building place of the well-to-do who wished the surroundings of a country mansion within easy access of the city.

This charming old mansion, set back from the busy street, with its old-fashioned "front yard," with its flower beds and shrubbery, is the home of the citizen, patriot, clergyman and author who is to be honored by the city and the country next Thursday. The house is a mingling of the colonial and the early classical in its architecture, and in these characteristics seems to be a peculiarly appropriate residence for Dr. Edward Everett Hale.

Entering the house from the portico, with its pediment supported by large, wood-sheathed Doric columns, the visitor finds himself in the long hall which marks the colonial house, from which open two large rooms to the right and the left. Everywhere are to be seen the mementoes of the traveler and the scholar—paintings, statuary, rare books and engravings, and the thousand and one things which are the sign mark of the appreciative cosmopolitan, whose father was a cosmopolitan before him.

At the end of the long hall is a smaller hallway, lined to the ceiling with books, and on one side is the curtained entrance to the heart of Dr. Hale's house, the library. Although an unusually large room, at least 12 by 35 feet, so many thousands of books have been gathered here that the walls are lined with cases, and from these printed boundaries at right angles extend still other cases of volumes, forming pleasant alcoves and cheery corners for quiet reading.

It is in this room that Dr. Hale passes the greater part of his hours at home, either at a broad and artistically littered desk, where the greater part of his writing is done, or in a low and luxurious chair where he often seats himself with his writing lapboard when he desires to write at his ease.

"It is not only an ideal workroom," says Dr. Hale, "but the best possible, for it is stored with memories as well as books. My father's books are here, my sister Susan's, as well as those of my brothers Charles and Nathan."

It is amid such surroundings that Dr. Hale is seen at his best.

His tall figure seems to expand as he becomes interested in his topic of conversation; his eyes flash with almost youthful fire and over his face sweeps his characteristic, friendly, confidential smile that at once puts a visitor at ease. The voice, which has rung from pulpit and lecture rostrum for more than a half a century, is clear and bell-like in everyday conversation, although it has become cloudy and husky in the pulpit. The high forehead, deep-set, cavernous eyes under the bushy brows, the full beard and hair which almost touches the bent shoulders give one an impression of individuality which grows into conviction as the aged author and clergyman talks, as he alone can, among all the men who represent the literary Boston of to-day.

Dr. Hale is still an active man, although he has been forced to relinquish many of the social demands upon his time from schools and societies. He still is identified and takes an active part in the work of the several philanthropic and humanic societies with which he has labored so many years in the interests of humanity and godliness, and although he has assumed the position of pastor emeritus of the South Congregational (Unitarian) Church, of which he was for many years the active pastor, he still preaches once a month.

Every Saturday morning from 11 till 12 o'clock he may be found at the rooms of the Lend-a-Hand Society on Beacon street, in this remaining true to the custom of years. As an evidence that his declining years are still those of the active, broad-minded worker in his chosen fields, it is announced that he will deliver a series of sermons in connection with the University of Chicago in May. But it is with his books, his friends and in the labors for others through the media of the societies which he has done so much to promote that Dr. Hale is passing the closing days of his long and useful life. To the preacher one sermon a month is a pleasure, not a task; and his hours in the office of the Lend-a-Hand Society are bright spots in his everyday routine, for Dr. Hale knows human nature and loves it, and his greatest delight is in developing its best, sweetest and purest side.

A considerable portion of the doctor's time at home is passed in his study with books or current magazines, for he tries to keep abreast of the times in this latter respect. He naively adds, however, "I never promise nowadays to read a book through."

## AN AMBITIOUS MAN.

### Cecil Rhodes and His Plans for British South Africa.

Baltimore Sun.

It was said of Cecil Rhodes, who died yesterday at Cape Town, that he "thought in continents." Mr. Howard C. Hillegas, in his book, "Oom Paul's People," gives an interesting illustration of this phase of Mr. Rhodes's character. Eighteen years ago, he says, the man popularly known as the "Colossus of South Africa" stood in a Kimberley shop and looked intently at a map of Africa. After a while he placed his right hand over the map, covering a large part of South and Central Africa from the Atlantic to the Indian ocean, and said: "All that British. That is my dream. Give me twenty years and we'll have a new map."

Mr. Rhodes has not lived to realize his ambition. Although the might of the greatest empire in the world has been concentrated in a supreme effort to change the map of Africa, the end is not yet. After two years and a half of war John Bull has succeeded in painting the territory which Rhodes coveted with blood of his best and bravest soldiers, but he has not changed the map. Cecil Rhodes thought it would be ridiculously easy to make the Boer republics "all British," to build an African empire on the ruins of two little countries which had enjoyed free institutions. Rhodes was a great man in many respects—a far-seeing man, a man of action. But with all his big ideas and his knowledge of men he had his limitations. He underestimated the strength and determination of a people imbued with patriotism, loving liberty and fighting for independence—for their homes and firesides. Rhodes was a cynic. He believed in the old, sordid principle that every man has his price. He was honestly convinced that the Boers had their price, that after making a show of defending their independence they would cheerfully submit to incorporation into the British empire. He lived long enough after the war began to be bitterly disillusioned. Even in this materialistic age he found that men are willing to die for the noblest sentiment which stirs the heart of mankind—for freedom, for the right of self-government. That undoubtedly astonished Mr. Rhodes. He seems never to have imagined that in this age of luxury, of self-seeking, of cynical disbelief in patriotism a few thousand farmers and herdsmen would absurdly prefer independence and a simple mode of life to all the comforts of civilization under the British flag. It seems never to have occurred to him that there were dreamers who would sacrifice their lives before they would permit a simple little change of the map of Africa—especially when that change involved no material loss to them.

It would not be just to Mr. Rhodes, however, to ignore the fact that in intriguing against the Dutch republics of South Africa he was seeking to promote not merely his own private interests, but the interests of the British empire. He had all the wealth a man could desire to possess. He cared for money not for its own sake, but for what it enabled him to do in carrying out his notions as an empire builder. He was ambitious. His chief aspiration was to identify his name with the glory and greatness of the British empire. He wanted to change the map of Africa that there might be an English empire in Africa—an England dominant from Cairo to the Cape of Good Hope. It was with this object in view that he projected the Cape to Cairo Railroad and telegraph system and induced English financiers to subscribe the money to carry out his plans. It was a colossal conception—one worthy of his powerful mind. He wanted his name to go down in history with that of Clive, who gave England her Indian empire. In order that he might realize his ambition he threw moral scruples to the winds. He plotted year after year against the Boer republics, and shares with Mr. Chamberlain and other British statesmen the responsibility for the war which has brought ruin upon the Dutch republics and sorrow into many an English home. That is the sort of empire builder Cecil Rhodes was—a great man, an exceptional man, one who seems to have been really devoted to his country, but unable to understand that little states have rights which big states are morally bound to respect; that the Boer republics were as much entitled to independence and self-government as England, and that their enforced absorption into the British empire is a crime against humanity.

### Increase of the Navy.

New York Herald.

The increase of the navy recommended by Mr. Long is supposed to represent the least number of ships that should be provided if the actual necessities of naval development are to be considered. This must certainly be the official opinion of the secretary of the navy, as otherwise it would never have been set down categorically in his annual report. Hence, it is a little difficult to understand how the Navy Department can be satisfied if Congress authorizes the construction only of the larger vessels. The reported disinclination of the House naval committee to favor the smaller craft is also inexplicable, because in any proper scheme of naval defense these types have an important place. It is satisfactory, of course, to hear that five armored vessels—three battleships and two cruisers—may be authorized, but this roseate rumor is at the best only an optimistic view, for while naval committees propose, political exigencies dispose, and this may not be a navy year. One thing is certain. If Congress be wise, it will stop tinkering with suggested modifications and refuse to be led astray by the cranky and petulant notions of individual experts in the matter of ships and foreign arsenals. The absolute needs of the country are carefully set down in the official report, and as this is a compromise representing the minimum of production and extension the House naval committee had better accept it as a programme worth exploiting. There is altogether too much interference and too many afterthoughts on the part of technical busybodies.

### Steam Siren Investigation.

Springfield Republican.

The steam sirens for fog signals were investigated last summer by the British lighthouse boards, but apparently without any important discovery regarding the curious soundless zones that surround the sirens at various distances. The fact that such zones exist was discovered by the American lighthouse authorities, and more than a quarter of a century ago Tyndall expounded the theory that they were caused by an interference with the direct sound waves by those reflected from the surface of the water. One result of the late investigation was the discovery that in calm weather a low-toned siren, with notes of ninety-eight vibrations, will carry more than twenty miles, while higher-pitched tones are lost at ten. In windy weather, however, the high notes are heard the greater distance.

## THE IDEAL PUBLIC SCHOOL.

### An Investigation Which Gives Indianapolis the Lead.

Brooklyn Eagle.

People who think that the schools in Brooklyn are on the broad road to destruction since the Borough Board of Education was abolished and the meeting place for the city board was established in William H. Maxwell's hat, ought to read the statistics which "Milo" collected for the Sunday Eagle. Then they should be able to see that the cities whose public schools have the highest reputation have been traveling for years upon the path which the schools of New York have just entered upon—after a last despairing wail of protest from the friends of the old Brooklyn board. "Milo" took a vote from more than a hundred of the most notable educational authorities in the country as to which city had the best schools and what, in the judgment of the voter, were the chief factors of their excellence. Indianapolis led this poll with 19 votes, followed by Springfield, Mass., and Chicago with 12 votes each; Cleveland with 11, New York and Boston with 8 each, Yonkers, Kansas City and Brookline with 6 each, and other cities trailing. There is satisfaction as well as surprise in learning that the best judges in the country consider New York schools as good as those of Boston and there is a lesson in the fact that preeminence, which thirty years ago unquestionably lay with Boston, has now gone West and rests in large measure with Indianapolis, Chicago and Cleveland.

But the value of knowing which the good schools are is insignificant beside knowing what makes them good. These authorities did not stint the reasons for their faith and all confirm the wisdom of the changes made here under the new charter. Almost every one of these experts assigns a strong superintendent with a free hand as the reason for the superiority of the school system which he selects as a model. There is much diversity of opinion as to which schools do best work, some of the voters being more familiar with some systems than with others. But there is practical unanimity in the necessity of a strong superintendent who is unhampered in his power to choose teachers and to inaugurate new methods according to his own judgment. That is the system which was striven for under the new charter. It was not merely a grasping on the part of Mr. Maxwell for greater power, although he would not pretend that the exercise of power is distasteful to him. It was a determination, on the part of men who wanted to see the New York schools do their best work, to secure the system which had worked best in the greatest number of cases.

So far as the power of the superintendent is concerned the charter settled that point. We must now wait for results. Most of these experts also declared an active and intelligent interest on the part of the public to be a factor in school excellence. That interest has only just begun to be aroused here. It has flickered in parents' associations whose intention is excellent, although their powers are limited, and through the Public Education Association, which has striven to collect and disseminate information. The charter made a provision for it in the local boards which have recently been established. Complaint is made that these boards are useless because they have no power. The real ground of that complaint and of the unwillingness to serve on the boards is probably because they have not patronage, that perquisite which was so dear to the hearts of the candidates for places on the old Board of Education. The local boards have no power to control the teaching or the administration of the schools. They have, however, just as much power as their members can develop to arouse that intelligent public interest in the schools which these voters for "Milo" declare to be essential. Their official duties require them to have an intimate knowledge of the affairs of schools in their own districts. They can if they choose bring that knowledge home to the parents in such a way that abuses must be corrected and weak places must be straightened under the compulsion of public opinion. That is the real field for the local boards; first to know exactly what their schools need and then to make sure that the parents know. Then the central board will be compelled to act under the impulse of concentrated and intelligently directed public opinion. There has never been any machinery for such concentration before, and the city is too big and too diverse for it to spring up without some official nucleus.

A point which "Milo" did not bring out in his synopsis is also interesting in its bearing upon the local situation. The two towns which rank highest on his list, Indianapolis and Springfield, have a pretty nearly homogeneous population. Probably nine-tenths or more of their school children speak English in their homes. More than half of them come from homes where the parents have enjoyed at least common school privileges in this country, and in Springfield probably half the parents of the high school children have been through a high school themselves. That sort of background gives a foundation for thorough teaching and especially for the inclusion of science, literature and history in the school course, which is impossible in a city with the mixed population and the demand for rudimentary instruction of New York. Chicago, which ranked as high as Springfield in the list, has the same problem which the New York board faces, but Chicago has had an advantage which she will find it very difficult to replace. That was the presence of Colonel Parker, recently dead, as a trainer of teachers. Colonel Parker had a genius for teaching, as some men have for invention and others for painting. He created the Quincy system, which made such a revolution in teaching methods twenty years ago. In Chicago he has developed upon original lines the idea of adapting the teaching to the capacity of the pupil to an extent which it has not reached anywhere else. That is the great need of a school system in a city of mixed races like ours. Only once in a generation, however, does a genius like Colonel Parker appear. Without him no great city like ours can hope to do as good work as is done in cities like Indianapolis or Springfield. Meanwhile it is encouraging to know that so many good judges rank the New York schools as high as they do and to be assured that we have entered, under the charter, upon a field of far greater school development and excellence.

## SAILING SHIPS SLIGHTED.

### Pending Ship Subsidy Bill Neglects an Important Interest.

Milwaukee Sentinel.

The pending ship subsidy bill has received a blow from a rather unexpected quarter, namely, from the owners of the multitude of sailing craft, large and small, that ply in and out of the small ports on our own coast and carry our merchandise to light-draught foreign ports and to places where our trade is as yet undeveloped. The owners of this class of vessels see in the subsidy bill a blow to their interests and a measure of what they term "insupportable injustice."

The claim that the present bill deals generously with sailing craft is vigorously denied by representative owners. Mr. F. S. Pendleton, of New York, points out that a vessel to earn the subsidy must have been built since 1883, and that, therefore, the statement that 267 square-rigged vessels out of the total of 337 engaged last year in the foreign trade come under the provisions of the bill is untrue. Since 1883 only seventy-six ships in this class have been built, and the tonnage amounts to 93,331 instead of 300,287, as claimed by the Senate report. The statement, furthermore, in behalf of the bill that 537 schooners of 231,298 tons would receive $98,483 is refuted by reference to the report of the commissioner of navigation, which shows that only about 50 per cent. of this useful and busy type of Atlantic craft is eligible under the provisions of the bill. "All these ships," says Mr. Pendleton rather artlessly, "have been doing business satisfactory to shippers and consignees." Having thus furnished a cogent argument against the entire subsidy policy (which was clearly not his intention) Mr. Pendleton went on to give his own alarming conception of what an ideal ship subsidy bill would be. "If," he said, "justice is done and if the best interests of the whole country are considered any subsidy bill should provide a subsidy on all classes of vessels rated according to their needs." Logically considered Mr. Pendleton's objection to the practical exclusion of the class of vessels in which he is interested from the fruits of Senator Frye's munificence is plausible, and he and his friends are evidently determined to secure their share of any legislative good things that may be going round, even though they are already admittedly "doing business satisfactorily."

In presenting their case the owners of sailing ships show that the part still played by this type of craft in our ocean-borne trade is no insignificant one. There are on the Atlantic coast 672 such vessels of 300 tons and over, besides some 1,500 barks, brigs, schooners, etc., of smaller tonnage, plying from Maine and New York to Texas and Mexico, to the West Indies, to South America, Africa, and, in fact, to all new or light-draught ports where trade pioneering is to be done and where small cargoes must be taken. It is, it is claimed, the enterprise and restless energy of these scouts and pioneers of commerce that have opened the way and are still doing it for the trade of the great steamship lines. Therefore a subsidy bill which provides against the granting of a subsidy to the very large percentage of sailing ships that are over twenty years old is complained of as "a most insupportable injustice."

There is no denying that Mr. Pendleton and his friends have made out a pretty strong case from their view point against the subsidy bill as at present framed. A subsidy, as Senator Spooner says, is a gift, and there seems to be no good reason why, if the gift is to be made at all, this deserving class of ship owners should be deprived of their slice of it. Two things will now be plainer than ever to the opponents of the entire policy of ship subsidies: ship owners under the subsidy system will go on, like Oliver Twist, "asking for more" and will tend more and more to base their hopes of success on legislation and doles from the treasury rather than on attention to business.

## A ROLL OF HONOR.

### List of Names Which Recalls Memories of the War in Cuba.

New York Mail and Express.

The other day the President sent to the Senate a long list of names. It attracted no particular attention there. It was not published in any of the papers, so far as I have observed, except the Army and Navy Gazette. And yet if the story that brought every name into this list could be well told it would make as noble and thrilling record as the Iliad of Homer.

It was a list of promotions by brevet of officers of the regular army, all for gallantry in action. The nominations went back to Las Guasimas, and consequently included brevet honors for service in the Spanish-American war, the Philippine insurrection and the Chinese campaign. I say this list did not attract much attention in the Senate, but it did achieve the honor of being scoffed at in the House by Burleson, of Texas, who, in the debate on the appropriation bill, twice proved himself a coward—once by sneering at this list of brave men and once by saying that he did not go to the Spanish war because the President thought him too old. Burleson was born in 1863, and there were regiments of volunteers raised in Texas.

A brevet is a rather empty honor, and yet it is prized by the soldier, for it forms a part of his record. It does not mean any added emolument; it is only a badge of gallant service. As such a badge, it is welcome to the recipient. It is welcome, that is, if the man who gets it is alive. Many of the men promoted by brevet the other day have been in their graves nearly four years. The list includes the names of Lieut. Jules Ord, of the Sixth, who, though on staff service, was really the first officer to get to the top of San Juan hill, and who was shot down there by a wounded Spaniard whose life he saved. It has the name of Wetherill, of the Sixth, too, killed in the same action. It has the name of the gallant Dickinson, of the Seventeenth, who, though also detailed for regimental staff service which would have kept him elsewhere, begged and received permission to stay by his colonel's side at Caney. The colonel, Haskell, walked out into the zone of fire to find the proper place for his regiment, and Dickinson with him. Both fell, each with three bullets through him, and both died.

The list has the name of the heroic old Colonel Egbert, wounded repeatedly in the civil war, wounded at Santiago and killed at Maliuta, Luzon, in 1899. It has the name of Wikoff, who was killed while deploying his brigade on the Santiago side of the San Juan river on the morning of July 1, 1898.

The words "since deceased" are sprinkled all through the long list, at intervals scarce six or eight names apart. Those two prosaic words mean, in nearly every case, a brave death in action. There is a heroic tragedy in every parenthesis.

Glory sometimes lays hold of a gallant action, indeed, with singular reluctance. One name in this list brings back to me a curious reminiscence. I shall tell the story just to show how little a man may know about a battle even when he has a brilliant part in it. The name that has suggested this story to me is that of Lieut. Col. Charles W. Miner, of that same trebly historic regiment, the Sixth Infantry.

On the first day of July, 1898, I had gone, as a correspondent, into the fighting before Santiago with the confident expectation of seeing it all. It was a part of the plan that Lawton's division was going to take El Caney and then go over and make itself the right wing in the assault on San Juan Hill and Santiago. I attached myself, therefore, to the foremost regiment in Lawton's foremost brigade (Chaffee's) and went in—and consequently got held up at El Caney till the San Juan fight was all over. It is exasperating, in war, how things fail to go according to programme. El Caney was fine as far as it went, but it was not all.

As soon as possible I went over to San Juan hill to pick up the threads of that fight. Passing the Second Division Hospital on the way, where the surgeons were at work, I got the impression that the Sixth Infantry had done most of the work. Its men outnumbered all others in the hospital, just as now they outnumber all other regiments in this brevet list. I went to the camp of the Sixth on the side of the hill. I found it in command of Major Miner, all his superiors having been shot. I asked for him and was referred to a dejected-looking human object in its shirt sleeves that stood in front of a pup tent.

This man looked more like an old tramp than anything else, and I noticed that the old brown service vest that he wore was probably the only vest in Shafter's army. His black shirt was torn, his brown trousers were caked with mud, his shoes were full of holes and the brim of his old campaign hat hung limply about his ears.

I asked him to give me the story of the part which his regiment had taken in the battle.

"Sir," said he, "I assure you that I don't know anything about it. No, I don't know what part I had in it myself. You go to Captain Kennon. He can tell you all about it."

He pointed out a good-looking, bearded officer up on the summit of the hill, who was remarkable to me for having his blue trousers patched with a large piece of once white canvas taken out of a ruined tent. Capt. Lyman W. V. Kennon—in command of a brigade since in the Philippines, and a brevetted officer in this same list—gave me a thrilling story, which, as a part of the piecemeal history of that great day, I hurried off to New York as quickly as I could.

But Major Miner had nothing to say, though I lived with the Sixth for two days afterward. He was in the fight just the same and did his duty gallantly. But he told the truth when he said he didn't know much about it. Nobody did, then. We learned a great deal more about it after we got back to the United States than anybody was able to pick up on San Juan hill.

### Western Editorial Excursion.

Omaha Bee.

The Northwestern representatives of the National Editorial Association, which is chiefly made up of dentists, milliners, dressmakers, photographers, a slight sprinkling of journalists who have never seen a perfecting press, and other people who enjoy free-ride junkets and love to wear press badges, is said to be headed for Omaha and the Commercial Club is asked to spend a few hundred dollars for their entertainment. The experience of the club with the Canadian and Manitoba editorial excursion would not seem to justify a very heavy investment in that direction.

### Raise the Maine.

Brooklyn Eagle.

Again it is proposed to raise the battleship Maine out of the mud of Havana harbor. The proposition is surprising only in its lateness. Work should begin on the wreck at once, and while the Americans are in control,in order that an assurance can be given of a prompt and successful issue of the enterprise. If there is delay in this matter the United States will lose its right to resurrect the Maine, and difficulty may arise in respect of it. It is better to exercise the right than sue for the privilege.

### And Indianapolis 51.6.

Salt Lake Tribune.

Again Salt Lake City shows her heels to the average city of the country in the matter of bank clearances. The summary for all the cities except New York shows a gain of 12.1 per cent., but Salt Lake shows 25.8 per cent. It is a great showing.

## NEEDS OF THE SOUTH.

### Its Interest in a Greater American Merchant Marine.

Brooklyn Eagle.

Senator Hanna, in the Manufacturers' Record, discusses the industrial progress and potentialities of the South, and deduces therefrom reasons why, in his opinion, the South should be deeply interested in the up-building of a merchant marine. Senator Hanna says:

"The more I have studied this subject from the Southern point of view the more deeply am I impressed with the supreme need to that section of the greatest development of a merchant marine, for, wonderful as has been the industrial development of the South within the past twenty years, this progress has hardly kept pace with the opportunities of that section. Notwithstanding the fact that there was an increase in the output of pig iron for the whole country last year of 2,000,000 tons, the production in the South was not quite as great as in 1900. The development of the iron and steel business of the United States has been the marvel and wonder of the world. There is nothing with which to compare it. And while the Southern States have made great progress the progress in this industry has not been quite commensurate with the South's unequaled natural advantages.

"It was but a few weeks ago when M. J. Stephen Jeans, secretary of the British Iron Trade Association, told in the Manufacturers' Record of the matchless advantages for iron and steel-making of the Alabama district, thus confirming what Mr. Abram S. Hewitt said some years ago, when he stated that 'that section, with its abundant stores of ore and coal and limestone in such close proximity as is found in Alabama, bids fair within the next quarter of a century to dominate the basic steel industry of the world.' But Mr. Jeans had to admit that Alabama—and what is true of Alabama in this respect is true of the whole South—has not quite measured up to its own opportunities. I do not say this in any disparagement of the iron and steel interests of the South, but rather to call attention to the vast possibilities of the future if the diversified industries upon which iron and steel must depend are developed in the South as they have been in Pennsylvania and elsewhere. During 1901 Pennsylvania made over 7,000,000 tons of pig iron, against 1,200,000 tons in Alabama, which shows the possibility ahead of Alabama. But the making of the pig iron in Pennsylvania was but a small part of what was accomplished in this industry. It was the turning of the pig iron into the finished form—into ship plates, into steel rails and into every other line of industry into which steel enters—that aided vastly more to the employment of the people and to the wealth of the State than simply the production of pig iron itself.

"The iron interests of the South will never reach their full potentialities until they have developed along the gulf coast great shipyards, creating a market for the finished product and helping to diversify the manufacturing interests of the South. Following this would come the thousand and one other industries, in foundry and machine shops, enterprises which would create a home market for the product of the furnaces of Alabama and other Southern States, thus obviating the necessity under which they now labor of finding a market in the North and West, and at times even in Europe, for their output. The ironmakers of the South are hampered by the lack of a home market. They can only sell the bulk of their product by paying from $2.50 to $4 a ton freight for its delivery to some other market, and thus compete with this burden of freight added to the cost of their production. With a home market they would have a vast advantage and the South would begin to attain unto that position in the iron and steel world which is naturally its right by virtue of the abundant resources with which it has been blessed.

"The enormous oil gushers of Texas add emphasis to the need of shipyards along the gulf coast. The development of a merchant marine would create in the South a number of shipyards and do more to strengthen the industrial growth and prosperity of that section than anything else except the construction of our isthmian canal, and we could not be in position to get the best results even from the canal unless we have shipyards and ships ready to handle the traffic which would pass through it. Possibly $500,000,000, or one-third of the export trade of the United States, originates in the South, in cotton, lumber, naval stores and other goods. No other section will be more benefited by cheap and abundant freight room than this section. The cotton mill people of the South, who have been the leaders in its industrial advancement, nearly all of whom are pre-eminently strong Southern men—Southern by birth and sentiment—as well as the leading iron men of that section, have for years been strong advocates of a subsidy to aid our merchant marine. Surely the people of the South at large and its public men can hardly fail to appreciate the fact that the views of these great dealers in Southern industry are worthy of every consideration.

"The patriotic reasons are powerful enough to appeal to all who desire to see our Nation maintain its present splendid position on land and sea the world over, and this point might be enlarged on almost indefinitely, but at this time I will lay special stress on the tremendous importance of the development of the South's industrial resources, which must inevitably follow the stimulus to shipbuilding and shipping interests which the passage of the ship subsidy bill would give. What has been done at Newport News may be duplicated at several of the Southern ports, and even more. There should be built up great iron and steel plants from which finished products of all kinds are turned out, to be shipped in American bottoms to the farthest part of the earth. Then would come such a development of the splendid resources of the South as would justify the prophecies of those who have declared that within the next generation the South ought to dominate the basic steel industry of the world."

## SENATORIAL ABSENTEES.

### Illness and Advancing Years Account for Much of It.

Washington Letter in New York Post.

Absenteeism in the present Senate has been notable. James K. Jones, of Arkansas, has been in Washington little during this session; he has plenty of business at home trying to secure re-election. Mr. Daniel, of Virginia, is another senator who has been here little, if any, this winter; it is understood that his absence is due to illness. Senator Mason spends half his time in Washington and the other half in Illinois, looking after his political fences. Senator Clapp, of Minnesota, has been in Florida during most of the important debates. Senator Quay has not been present much; he left Washington nearly four months ago for Florida, and has spent most of the winter there. He is rather fond of fishing, and had rather sit in the sun waiting for a bite than to listen to speeches in the Senate. Some days ago he sent telegrams to the Pennsylvania delegation in the House asking them to get together in support of a concession to Cuba, and he is now here to see to the matter himself.

Senator Vest, of Missouri, is becoming very feeble, but it is only in body. He never walks without an attendant to support him. When he speaks, he is obliged to support himself with both hands against his desk, and there is always some one near by to offer help if it is needed. But his mind is as vigorous as ever, and his speech against the shipping subsidy bill was one of the strongest made on either side. During its delivery, which lasted more than two hours, Mr. Vest had frequent resort to a small phial which he carries always with him. He would quote something from a report and ask that the original be read by the clerk. While this was in progress he would sit down and take his tonic. Then he would continue his arraignment of the subsidy scheme.

Another member of the Senate who has become very feeble is Joseph R. Hawley, of Connecticut. He rarely appears in his place now, and when he does it is not for a long stay. He does not keep up his spirits like his Missouri neighbor. There is no one to-day keener for a joke than Vest, but Hawley appears to have lost much of his old cheerfulness of temper.

J. S. C. Blackburn, of Kentucky, is once more a member of the Senate; but no one would know it save for the congressional directory. There has been no evidence of his return, such as might naturally be expected. The tradition of the old days is of Blackburn as a fighter—as an active, aggressive participant in everything, noisy, original and decidedly a force in the upper house of Congress. This time he has hardly opened his mouth except to vote. He is rarely in his seat, and does not appear interested in current legislation; in fact, there is nothing to indicate a man of the character ascribed to him when he was at the surface before.

### Bryan Asked to Go 'Way Back.

Nashville American (Dem.)

If the editor of the Commoner could be induced to stay in his sanctum and let the Democrats at Washington alone there would be more prospect for victory in the congressional elections next fall.