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SEATTLE, TUESDAY, MARCH 2.

THE NEW CABINET.

Unlike Mr. Cleveland, President-elect McKinley has made no secret about his selection of cabinet advisers, but as soon as each one has been definitely decided upon the public is given full information upon the subject.

Secretary of state, John Sherman, of Ohio; secretary of the treasury, Lyman J. Gage, of Illinois; secretary of war, Russell A. Alger, of Michigan; attorney general, John J. McCook, of New York; postmaster general, James A. Gary, of Maryland; secretary of the navy, John D. Long, of Massachusetts; secretary of the interior, Joseph McKenna, of California; secretary of agriculture, James Wilson, of Iowa.

A peculiarity about the cabinet is that with two exceptions, Judge McKenna and Col. McCook, each one of the new cabinet selected is older than the president. The president-elect was born in January, 1849, and is consequently 58 years of age.

Three of the new cabinet officers, Sherman, Alger and McCook, are natives of Ohio, as is the president-elect. Mr. Sherman is the only member who represents a state in which he was born.

The last selected member of the cabinet, Col. John J. McCook, belongs to one of the most famous of American families, the "fighting McCooks." John McCook and five sons served through the war, four of the sons in the army and one in the navy.

Among the measures now before the legislature is one which should appeal to every member, without regard to party. It has been drafted by Corporation Counsel Brown, of Seattle, but it is an essential to other cities as well, and is designed to relieve property-owners who have to pay assessments for local improvements.

It would be an extremely bad precedent for this country to make the cases of such citizens as Rutz the ground of intervention in Cuba or war with Spain. Better, by far, if such intervention or war is to come, put it upon the broad ground of humanity, which can no longer permit the existence of the deplorable state of affairs at present showing in Cuba.

TO REVIVE AMERICAN SHIPPING. Among the questions with which the next congress will have to deal there will be, next to the tariff, none of more importance than the revival of American shipping.

NO NEW SHIPS. For the first time in twelve years the naval appropriation bill contains no provision for the further strengthening of the navy. The naval committee finally decided to strike out the provision for the construction of one first-class armored battleship, and refused to insert an amendment for the construction of more torpedo boats.

It is quite possible that a mistake has been made in this matter, and that economy has taken, not for the first time, a wrong direction. It takes from three to five years to build a battleship of the first class. The amount necessary for the preliminary work, or such as would have to be done before another congress meets, would not be very large, and the stoppage now of the work of building up a modern navy means at least one year's delay, and possibly more.

There are at present completed and under construction nine battleships of the first class, a very moderate force as compared with the naval armament of any of the first-class European powers. England alone has a fleet of battleships of three times this size.

Twenty fast sea-going vessels of this kind would be none too many to provide for at once; and this only as the preliminary step toward the launching of a large fleet of these craft. At present this country has a smaller number of torpedo boats by far than any nation with any pretensions as a naval power. Yet day by day the value of vessels of this kind is becoming more clearly apparent. For defensive purposes they are of the first importance. The experience of the blockading squadron off Charleston showed conclusively that under favorable conditions a torpedo boat can successfully elude the searchlights of a whole squadron, and a single projectile from the tubes of a torpedo boat will sink the biggest war ship afloat, if well placed.

With the immense stretch of undefended coast in the United States, a large torpedo fleet is a prime necessity, and they must form a part of any scheme of coast defense which may be devised. As compared with any other class of war vessels, their cost is extremely light, and there are dozens of plants in the United States already equipped for building them. Twenty torpedo vessels of the best class could be built for the cost of one first-class battleship.

Yet with all the naval deficiency in vessels of this class, the present house has decided to make no provision for further construction.

CUBAN-AMERICAN CITIZENS.

Much justifiable indignation is expressed over the case of Dr. Ricardo Ruiz, a naturalized American citizen, who was arrested recently in Cuba, and who was reported to have died in prison. The American consul general insisted on having the body examined, and as a result, there were unmistakable evidences that the prisoner had been brutally murdered, his skull having been fractured by a club, while his body bore many bruises.

This crime is in keeping with the Spanish practices in Cuba, so far as they can be clearly learned, from the maze of contradictory stories on the subject. But the natural indignation and resentment aroused by such stories of cold-blooded cruelty as this, should not blind the American people to one fact which stands out prominently in the case. Dr. Ruiz called himself an American citizen, and it is upon the ground that he was an American citizen that this government was called upon to act in the matter. The Philadelphia Ledger, published in the city in which Dr. Ruiz received his professional education and in which he was naturalized, furnishes the following facts as to his residence in this country. He came to this country from Cuba in 1875, and studied dentistry in the Pennsylvania College of Dental Surgery, from which he received a diploma. In 1880, having completed a five years' residence in the United States, he received his naturalization papers, and immediately thereafter took his departure for his native land, and has been living at Guanabacoa, Cuba, for the past sixteen years.

It is such facts as these which go far to explain the many outrages upon "American citizens" complained of in Cuba. The case of Dr. Ruiz is not an isolated one. It will be noticed that every "American citizen" with one exception, whose case has been called for the interposition of American authority for his protection, had an unmistakable Spanish patronymic.

Naturalized American citizens are as much entitled to the protection of this government as are those of native birth, beyond any question. But naturalization carries with it obligations as well as rights; and rights of citizenship so acquired can be forfeited by other methods than by a new naturalization in another country. It may well be questioned whether the naturalization of a student, temporarily sojourning in this country, and who immediately thereafter returns to his native land and remains there for sixteen years, was not prima facie fraudulent. Certainly his rights as an American citizen have been deliberately parted with.

The state department many years since held that even a native-born American citizen, who had voluntarily expatriated himself and had lived in a foreign country, making it his permanent home for nearly a generation, and who had never evinced an intention to return to his native country, could not claim protection as an American citizen when he was in difficulty with the government of the country in which he was domiciled.

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One of the first things the new secretary of war should do is to issue a bulletin stating whether the American people are to pronounce it Alger or A Alger.

With the Kentucky whisky distilleries all closed down for a year and the brewers on a strike, the cause of prohibition seems to be greatly strengthened.

It is said that of the 123 members of the South Carolina legislature only two wear spectacles or eyeglasses. It is not stated how many wear side whiskers.

A bill has been introduced into the legislature providing for the publication of the laws passed at this session. It will not be a very voluminous volume.

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As regards the Spokane military post a good, strong recommendation was made by the Spokane committee, that the contracts would be entered into for the construction of the buildings, amounting to the \$100,000 appropriated for the present fiscal year, so that work would open in the spring. To continue this work during the next fiscal year, Gen. Sawtlek said \$150,000 would be necessary. Whether the senate will add the full amount of this money to the bill is problematical, but it is more than likely in view of what has been done with similar bills in the past, that they will not add more than \$100,000 for continuation of the work at Spokane. This, however, will be satisfactory to Washington's representatives, both Senator Wilson and Representative Hyde stating that they would be satisfied if \$100,000 would be given.

The snap judgment taken by the house in the matter of passing the sundry civil bill was a proceeding that has had but one precedent in congress, so far as the matter of opportunity was given to consider the various items in the bill, or to offer any amendment. Only twenty minutes' debate was allowed upon each side, and then the bill had to be voted upon as a whole. The result was that Representative Hyde had no opportunity to offer an amendment for the Spokane post, and he was only one of the many others who were in the same boat. The object of this proceeding was not so much to prevent the addition of a few items, like the Spokane post and the post at Fort Riley, as it was to prevent cutting out of about sixteen or eighteen appropriations made for rivers and harbors, which, by the committee on rivers and harbors of the last session, were placed under what is known as the continuing contract system. Each one of these items carried in the present bill is an even \$400,000, and it was called to the attention of the house by Representative Pearson, of North Carolina, that one of these sixteen items was located in some corner of the district of some member of the rivers and harbors committee. He did not state in so many words that each member of that committee had taken particular pains to feather his own nest, but the intimation was very clear upon that point. One of these \$400,000 appropriations was for Yaque, in Oregon, which is in Representative Halmer's district, who is a member of the rivers and harbors committee. This appropriation, Representative Dockery, of the Democratic side, and the most beautiful of all was an improvement which Gen. Casey, when he was chief of engineers, had declared to be wholly unworthy, and that the government spending any more money at that place; that it would be impossible to make a better harbor there than now existed without the expenditure of vast sums of money, and the return for such expenditure was not likely to ever be had.

Mr. Dockery also showed that of the sixteen items which the sundry civil bill carried this year, that an appropriation of \$100,000 had been recommended by the war department. It is true they had been called upon by the house resolution to furnish a report on the subject, but they had failed to do so, and that \$100,000 could have been saved to the government. However, under suspension of the rules, the bill went through, carrying that \$100,000 for the improvement of the sundry civil bill of any former congress. It is not only likely that all this will be retained in the senate, but also that considerable more will be added as has been done in the past.

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