

The Evening Times

TUESDAY, DECEMBER 25, 1900.

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The circulation of The Times for the week ended December 22, 1900, was as follows: Monday, December 18, 19,221. Tuesday, December 19, 20,340. Wednesday, December 20, 21,116. Thursday, December 21, 22,522. Friday, December 22, 23,463. Saturday, December 23, 24,733. Total, 142,135. Daily average (Sunday, 19,221, excepted), 20,652.

The Santa Claus Question. With the advent of Christmas there comes the inevitable discussion in the newspapers as to the propriety of telling children that there isn't any Santa Claus. This controversy is a relic of Puritan conscientiousness. It belongs with the prejudice against novels, fairy stories, and games of all kinds, because these are "deceitful."

If any parents in the city of Washington are distressing themselves over the fact that their children are not reflecting on their own, it may be well for them to reflect on the fact that their children are not reflecting on their own. It may be well for them to reflect on the fact that their children are not reflecting on their own.

Everybody felt sorry, first, for the President, who had been so unwell, and second, for the unfortunate Philadelphia boy, who was obliged to explain the matter. But it was explained, and the book presented, though it failed to arouse enthusiasm in the soul of the old Boer.

The significance of the scene lies in the difference between the Boer character and what Philadelphia supposed to be the Boer character. Evidently, the people who spent so many dollars on that magnificent piece of tomfoolery thought that Oom Paul, like himself, liked to read about himself and see himself noticed better than anything else in the world.

The venerable boss of Brooklyn, the Hon. Hugh McCaughin, was asked on Monday what he thought of Roosevelt's removal of Colonel Agass Bird Gardner. "The bill wouldn't have done it," said Mr. McCaughin.

Mr. Theodore Roosevelt is just about as much respected in New York as he deserves to be. Like most American fathers-in-law of English nobles, the Dowager Duke of Manchester, invested in a series of law-suits.

Whether the advertising agent thinks he is in the Constitution or not is doubtful, but at any rate he insists on following the flag. It is said that the patent medicine venders, the stove blacking agents, and various other sign painters and bill-posters, are already leaving signs of their baleful presence in the American colonies.

There ought to be some way to stop this thing. The grand scenery and beautiful nooks of a country rich in natural beauty should not be disfigured with advertisements of soap and pills. There is no land in which the face of nature, as originally created, is not beautiful; and it ought not to be made unlovely with tattoo-marks, paint, and plasters. That is barbaric.

Moreover, it does no one any particular good. Is it to be supposed that anyone will be more likely to buy a particular variety of liver pills from having seen them advertised on the Palisades of the Hudson? Is anyone moved to purchase a certain kind of soap because he remembers having seen its virtues recorded in large, ugly black letters upon the side of the Great Pyramid? Some places are effectually protected from this abomination; why not all? Nobody thinks of putting advertisements on the side of the Washington Monument, or if anyone does it stops with thinking. Why should it be considered possible to spoil the beauty of Niagara Falls, or Yellowstone Park by advertisements?

There should be nothing easier than to detect and punish those who perpetrate this crime against estheticism. The criminal signs his name in plain sight, and he is usually worth enough money to pay a large fine. If it is desired that more money be raised for the expenses of government, let it be raised in this way. Let there be a law imposing a heavy fine on every flag that carries its wares on rocks, trees, or any other place where an advertisement ought not to be. And let steps be taken to efface whatever disfiguring signs of this kind now exist.

The mania of the advertising man for placing his name in unheard-of and inappropriate places is perhaps akin to that which leads the boy to carve his initials or scrawl his signature on doorposts and fences and monuments. The idea seems to be that the person who does this derives dignity from the presence of his name in such an inappropriate place. There are people who seem to think that it is to their credit if they place their signatures on any famous or beautiful structure. The feeling is perhaps a sort of fetish-worship. There was once a man who came into the office of a Washington official with a tomato can containing the ashes of his deceased and cremated wife, which he wished to throw from the top of the Washington Monument. He was a victim of the same idea that humanity derives dignity from some place or other. He was dissuaded from his purpose by the astonished official, but still seemed to feel that there would have been a certain mournful pleasure in seeing the last of those ashes in such a famous and lofty place. But his was the better theory, for the structures numbering several thousand. With these was also sent a large scrapbook, gorgeously bound, and containing innumerable newspaper articles, cartoons, and pictures relating to the Boer war. Richard Harding Davis happened to be in Pretoria when the two gifts arrived, and describes the scene, which was curious, significant, and both pathetic and funny.

The scrapbook was so large that it traveled in a special car of its own. It is not in the scrapbook that Philadelphia boy was brought into the presence of the Boer ruler, he became confused, not to say dazed, and could not open the case. Finally some bright person suggested that he might use the key, which he thankfully did, and the handsome cover of the volume was disclosed. Oom Paul, who had been watching with interest the opening of the mysterious case, exclaimed, in tones of pleasure: "It is a Bible!"

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The Philadelphia Message to Kruger. It will be remembered that the school children of Philadelphia sent some time ago to President Kruger resolutions of sympathy with his cause, the structures numbering several thousand. With these was also sent a large scrapbook, gorgeously bound, and containing innumerable newspaper articles, cartoons, and pictures relating to the Boer war. Richard Harding Davis happened to be in Pretoria when the two gifts arrived, and describes the scene, which was curious, significant, and both pathetic and funny.

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THE NEW APPOINTMENT.

Great Lamenting in States Feeking Decrease of Representation. The question of the apportionment of members of the House of Representatives, which will come up very soon after the recess, is one of much interest.

It is probably there will be some extension of the period of debate in the House, as an unusually large number of members wish to be heard on the subject. Very strong efforts will be made by the members from the States affected to avoid any cutting down in their representation. If these efforts should not succeed in the House, the fight will be renewed in the Senate, with more prospect of success, for the Senators from the States which would lose have material advantages not possessed by their colleagues in the other branch.

Upon one occasion, when the House had cut down the representation of Vermont, which was perfectly proper, Senator Edmunds had it restored in the body of which he was a member, and there are other cases of a similar character. Although the House Committee has reported in favor of maintaining the present membership, it is not in the least likely that the number will be increased to a figure sufficient to prevent any of the States from suffering a decrease.

There is much lament from those concerned about the plying of reducing State representation, but, as remarked by Mr. Hopkins, Chairman of the Census Committee, there is nothing to be feared in this. Almost from the very beginning States have had their representation cut down by the apportionment act, and each successive census has resulted in a first census, which was taken in 1790, and under the apportionment made by the Constitution, Connecticut had five members, New York had six, and Massachusetts had four. Under the apportionment made by the Constitution, Virginia had six, and Maryland and New York had six each. New York had 24 members of the House and Maryland had 10. Under the apportionment made by the first census, which was taken in 1790, and under the apportionment made by the Constitution, Connecticut had five members, New York had six, and Massachusetts had four.

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LAUNCH OF THE MACDONOUGH.

Swiftest Torpedo Boat Destroyer Christened by Miss Rendle. The torpedo boat destroyer MacDonough was launched yesterday, at the works of the Fore River Iron Company, at East Braintree, Mass., being christened by Miss Lucy Charlotte MacDonough Rendle.

The MacDonough is to be one of a fleet of 30 craft of the same kind. The length of the boat is 72 feet, while the entire breadth of beam is only 22 feet. The draft is 14 feet deep from deck to keel and has a displacement of 470 tons. She draws 6 feet 6 inches of water. One part of the MacDonough is the forward conning tower, which is covered with three-quarter-inch nickel steel.

The engines are protected only by the conning tower, and are mounted amidships on either side, and which have a capacity for 15 tons of coal—sufficient to run at a speed of 14 miles an hour for 4,000 miles. The outer, or main, shaft is 14 feet deep from deck to keel and has a displacement of 470 tons. She draws 6 feet 6 inches of water. One part of the MacDonough is the forward conning tower, which is covered with three-quarter-inch nickel steel.

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RIVAL TO THE TIN TRUST.

Sharon Steel Company to Enter Into Active Competition. SHARON, Pa., Dec. 25.—The big iron and steel rivals in the country have a formidable rival in the Sharon Steel Company, which will enter the market in rapid direct competition with the American Tinplate Company, American Steel and Wire Company, and American Steel Hoop Company. At a meeting of the directors of the Sharon Steel Company yesterday it was decided to double the capacity of the tinplate mill, making it the second largest in the world. A skip mill and a pipe mill will also be added to the works, each having an output of 300 tons a day.

The additions and enlargement of the tinplate mill will increase the number of hands to 1,500, making a total of 6,500 men employed at the works. The cost of these improvements will be \$1,600,000. John Stevenson, who sold out his New Castle interests to the trusts and invested his capital in the Sharon Works, said yesterday: "Even if we lose our money, it is better to do something, but I figure that if the trust can make \$1 of profit, we are going to make 25 cents and if it can pay dividends we can pay our expenses and have something to divide among our associates. The man who has worked himself to a spin, or even overworked himself, may take comfort in the situation in Sharon."

"Experienced men, with all the capital they can get, are entering the market to capture some of the business of making iron and steel. They are not encumbered by any of the dead weight that burdens the trusts. They have no money invested in machinery or in plants that are not well located. The plant starts out as a rival of the combination that has taken over the part of the mills that were approached when the trusts were formed. I am not scared by the trusts. They are something to frighten children."

When the Steel Trust absorbed nearly every mill in the Shenandoah Valley millions of dollars were released. Sharon and New Castle, which had been run by a thorough knowledge of iron and steel making were thus deprived of employment. The trust had hardly been formed when the erection of a mammoth works in this city. The company was capitalized at \$4,000,000, and the work was started many months ago on a 600-ton blast furnace, as large and as modern as Carnegie's, an open-hearth furnace of 1,000 tons capacity, a desulfurizing mill, rod and iron mill, a wire nail factory, a steel hoop mill, and a tinplate plant, the latter containing 200 mills. The construction has been terminated, at the age of seven months, by an explosion of the boiler.

The second locomotive built in the United States, "The West Point," had, however, already been in use on the South Carolina Railway for about three months, and with this unprecedented speed of two and three-fourths miles in eleven minutes was attained, when a stop of two minutes was required for the purpose of oiling the axles. Remarkable improvements were introduced, and the train, consisting of four passenger cars, a baggage car to protect the clothing of passengers from sparks, and the engine together, carried 126 people, 50 of whom were ladies.

The exposition directors have been looking into the history of the old locomotives and trains, and their idea is to give an exhibit, which will be unique of its kind, which will be interesting to the great public which is accustomed to the fine railroad service of today.

NOT PREPARED BY DADY. Havana's Mayor Acts Regarding Sewerage and Paving Plans. HAVANA, Dec. 25.—Mayor Rodriguez has suspended the list of conditions for letting the sewerage and paving contract. He was recently passed by the ayuntamiento, but he has now returned, giving the reasons for his action, says that the conditions as approved by the ayuntamiento give Mr. Dady the right of tantee, and recognize him as the author of the plans, though the engineer's department says that Mr. Dady had nothing to do with the making of the plans, which were made by the engineering department.

General Wood had also sent plans to the ayuntamiento for their consideration. Doubt having arisen as to whether the plans of General Wood were to be modified by General Rodriguez, in a statement giving the reasons for his action, says that the conditions as approved by the ayuntamiento give Mr. Dady the right of tantee, and recognize him as the author of the plans, though the engineer's department says that Mr. Dady had nothing to do with the making of the plans, which were made by the engineering department.

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SAILOS ON LOCOMOTIVES.

Unique Exhibit for the Charleston Inter-State Exposition. CHARLESTON, S. C., Dec. 25.—An interesting exhibit for the South Carolina Inter-State and West Indian Exposition will show the great strides made in rapid transit since the first locomotive, known as the "Flying Dutchman," was built for the short railway line running out of this city.

An exact representation of this locomotive will be placed with the railway exhibit. The old South Carolina Railway was organized May 12, 1825, and was the second railway company formed in the United States for commercial purposes and for freight and passenger transportation. During the year 1829 six miles of road was built. The same year a premium of \$500 for the best locomotive by horse-power was awarded to C. E. Detmold, who invented one worked on an endless chain platform or treadmill and which carried 12 passengers at the rate of 12 miles an hour. This was the locomotive which was known as "The Flying Dutchman."

In the same year a sailing car was tested in Charleston. According to the accounts printed at the time a sail was set on a car, while a great concourse of people watched the proceedings. Fifteen passengers got on board and they were whisked off at a 15-mile clip. Thirteen passengers and three tons of iron were hauled at the speed of ten miles an hour. The account goes on to describe how the car was built, and it "marvelous" speed of 12 miles an hour "and loaded with a multitude consisting of 15 passengers, 13 tons of iron, and 3 tons of coal, with the sail and rigging attached, carrying with it several of the crew. The wreck was described by several friendly ship-masters, who kindly refused to be taken on a rickety juryman, and the car was soon put under way."

In spite of the "tremendous" speed attained by the sailing car, the promoters of the enterprise commissioned E. L. Miller, of Charleston, to construct a locomotive to make ten miles an hour and to carry 12 passengers. This was the "Best Friend of Charleston," the first locomotive built in America. Four months after the trial trip an accident occurred, and to guard against other accidents the railway company had a passenger car built more than twenty-five passengers should be allowed on each car. The rules continued: "The locomotive shall not travel at a greater speed when there is attached. One car and passenger car, a baggage car to protect the clothing of passengers from sparks, and the engine together, carried 126 people, 50 of whom were ladies."

The exposition directors have been looking into the history of the old locomotives and trains, and their idea is to give an exhibit, which will be unique of its kind, which will be interesting to the great public which is accustomed to the fine railroad service of today.

NOT PREPARED BY DADY. Havana's Mayor Acts Regarding Sewerage and Paving Plans. HAVANA, Dec. 25.—Mayor Rodriguez has suspended the list of conditions for letting the sewerage and paving contract. He was recently passed by the ayuntamiento, but he has now returned, giving the reasons for his action, says that the conditions as approved by the ayuntamiento give Mr. Dady the right of tantee, and recognize him as the author of the plans, though the engineer's department says that Mr. Dady had nothing to do with the making of the plans, which were made by the engineering department.

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