

The Chicago Eagle.

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HENRY F. DONOVAN.

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LARGEST WEEKLY CIRCULATION IN CHICAGO.

NOTICE.

The Eagle can be ordered at Chas. Macdonald & Co.'s literary emporium and book store, 55 Washington street, L. H. Jackson's wholesale and retail cigar store, 105 Washington street, and at all first-class news stands throughout the West.

IMPORTANT NOTICE.

Railroad companies and their managers are hereby warned not to extend courtesies or issue passes on account of The Eagle upon the request of any person other than the editor and proprietor of this paper. The Eagle seldom asks favors of corporations, but it has been brought to the attention of the proprietor that certain unauthorized parties have been asking transportation on account of this paper. Hence this warning.

PRENDERGAST WAS RIGHT.

The farcical city civil service arrangement received at the hands of ex-Judge Prendergast last Saturday a well-merited scolding.

The Judge in no unkind words denounced the whole thing as a fraud and a humbug.

He pointed out that notwithstanding the existence of the so-called civil service law every job in the City Hall and under the administration is now held by Republicans. The esteemed Tribune endeavors to controvert this by a very shallow and flimsy argument. It claims that there are more Democrats than Republicans now in the employ of the city, and relies mainly for support in this assertion on the fact that there are more Democrats than Republicans in the police and fire departments. This is a childish evasion of the question. Nobody has ever claimed that there were not more Democrats than Republicans in those departments as a rule. Democrats are better partners, for the very simple reason fitted morally and physically for the onerous duties which befall the average police officer and fireman. Republicans as a rule come of a race whose physical development from one cause or another has been on the down grade for generations, and whose personal courage is not of that high order that enables a man to bravely face the bullets of the assassin or the robber, or risk his life for others in devouring flames.

For these reasons mainly there are more Democrats than Republicans in the two departments in question and for these reasons also no attempt has ever been made by any administration to interfere with their rank and file. But the Tribune knows well enough that in referring in its argument to the police and fire departments it was simply begging the question. It knows that reference was not made to them by Judge Prendergast, but to the eight or ten thousand jobs which are in the gift of the Mayor of Chicago. These, or ninety-nine one hundredths of them, were given by the Mayor and his chief patronage dispenser, William D. Kent, to Republicans, to his friends and supporters, when he was a candidate and running for office, and the Eagle says with all its heart, more power to him. Of course, there are some Democrats working here or there, but it is in sewer digging or street cleaning at a dollar and a half a day, and even these have not been appointed except upon the recommendation of men who could vote their own party at the late election and voted the Republican ticket.

This is exactly as it should be, and, notwithstanding anything the Tribune may say, it is the way it will be in the future. While the Civil Service Commission is peddling about, putting a dozen men or so every six months on the police or fire departments, the great body of the city employees, some 15,000 or 16,000 men, stand aloof and refuse to come under the protecting wings of the three tailors of Tooty street—Messrs. Clark, Hotz and Waller.

As a result the next time there is a change in the city administration the Mayor, if he should be a Democrat, will be in a position to give the spoils-men of the Republican party a chance to work a while in private life, and good Democrats an opportunity once more to get a square meal or two at the public crib.

This is the way it will happen, Mr. Modill; just see if it doesn't. It is right and proper that it should be so, though the Tribune very naturally, if it had its way, would order matters differently. We see plainly that the Tribune would much prefer to see the present army of Republican office holders clinched in office by a pretext at examination under the civil service board, so that they could hold on as office holders in perpetuity, no matter what changes the citizens might make in the executive of the city administration.

We assure our esteemed contemporaries that no such outrageous anomaly will ever be presented to the people of Chicago.

It is healthful in public life that the public offices should be turned over by the people every now and then from one party to another.

So long as the public offices are in the gift of the people, so long will the office holders be anxious to please the people and obey their will. Create a little oligarchy of office holders and you create a community of snobs who will be unbecomingly insolent, who will run their offices or discharge their duties to suit themselves, and you will also pave the way to all kinds of petty thievery and public corruption.

Judge Prendergast, as usual, was right in his dealing with this public fraud, the so-called civil service commission, and the Eagle indorses every word he has said.

THE CAMPAIGN IS OPEN.

The Republican and Democratic conventions have both been held, and their candidates are now before the people. Contrary to all expectation nobody was killed at the Republican gathering, nor was anybody's eyes gouged out, or ears chewed off. In fact, it was a very peaceful, harmonious sort of gathering, and another illustration of the oft-noted fact that no matter how Republicans may fight with each other previous to election, all heartburnings and grievances are buried as soon as one faction has demonstrated its ability to whip the other. This the county faction most effectually and thoroughly did.

There are those who say, however, that in the late struggle for the majority in the matter of party control, wounds too deep and sore to be quickly healed were inflicted, and that this fact will be shown in the election.

Democrats will do well, however, not to bank too securely on these statements and rumors nor relax their efforts in the slightest degree on account of them, if they desire to win in the ensuing election.

The Democratic convention was, as usual, a model gathering in every respect. Quiet, orderly, harmonious, yet showing a keen and healthy interest in the proceedings and in one or two instances producing lively contest. Judge Adams Goodrich made an excellent chairman and gave full and fair opportunity for every member of the convention to express his views and work for the accomplishment of his desires.

As between the two tickets, the Democratic is eminently the superior of the Republican, and will appeal much more strongly to genuine Americans for support. Upon the Democratic ticket the three great elements of the Chicago community—the German-Americans, the Irish-Americans and the native Americans are fully and fairly represented.

On the Republican ticket a bigoted and apparently a studied discrimination is made against certain nationalities, notably the Irish, which last spring did so much to put a Republican city administration in power by voting in thousands for the Republican city ticket. On the proposition that a burnt child dreads the fire, the insulted and snubbed voters of Irish birth and descent in Chicago will hesitate before going over en masse to the Republican party in future. The Eagle believes that with a good lively canvass, and with loyal support from the Democratic voters of Chicago at the polls, the ticket nominated by the Democrats last Saturday can and will be triumphantly elected.

A SILLY RUMOR.

Our friends the enemy are quietly and industriously circulating a rumor to the effect that one of the Democratic candidates is to be cut so as to ensure the election of the other four.

It has been intimated that Frank Wenter is the man that is to suffer. This is an idle and silly rumor, put out with the evident hope and intention of setting the Democratic candidates by the ears. It will fall of its own weight, for the simple reason that it is so silly and ridiculous that nobody will pay the slightest attention to it. Everybody who knows anything knows that four of the five Democratic candidates will be elected, anyway, so what then would be the use of cutting one to accumulate votes upon the other four?

Besides Frank Wenter is undoubtedly one of the strongest if not the very strongest candidate on either ticket, and it is safe to predict that he will be away up at the top when the votes are counted. It is well known that owing to the splendid record he made as president of the Board of Drainage Trustees many Republicans are prepared to vote for him. This cannot be done of course except by cutting one of the Republican nominees, and rumor strong and well defined has it that that man will be Mr. Braden, of the Thirty-fourth Ward.

Taking the situation all in all, the chances for electing five Democratic members of the board, and of the party thus being in control of its affairs, are very bright, and there is no possibility that any sane Democrat would throw away a chance of electing a majority of the board for the purpose of piling up his votes to give one or two candidates a useless majority of votes. As before mentioned, the story is a very weak invention of the enemy. Go to, gentlemen of the Republican press, go. Try something better next time.

old birds are not to be caught with that kind of chaff.

The announcement is made that the managers of one of our Western railroads will attempt to operate their road without the assistance of train-boys, or "candy butchers," as they are called in the more graphic nomenclature of the West. This is so radical a departure from the time-honored precedent of American railway travel as to raise a doubt of its practicability.

Among the effete despots of Europe passenger travel has been successfully conducted without the ministrations of the train-boy, but in this country it has been assumed, not without reason, that the train-boy was an essential element of our railway system. Why should he be tolerated otherwise? The fundamental idea underlying the train-boy system was that the otherwise intelligent American citizen became a hopeless and helpless imbecile as soon as he entered a passenger car. It was assumed that while in this condition he would cheerfully pay 50 cents for half an ounce of last year's gumdrops, that he would yearn for faded bananas and dispirited oranges, for thumb-greased and dog-eared periodicals and obsolescent fiction, and by returning his purchases unused enable the train-boy to become in course of time a plutocrat. It is known that in the West the train-boy has occasionally bought the train-boy's petticoated gumpdrops in the vain hope of thereby concealing their identity, and in the remote districts of rural New England an air of reckless hilarity is cast over the infrequent railway trip by indulgence in popcorn. But otherwise no one ever knew of a train-boy selling anything. No one has ever eaten a railroad banana—at least no one has done so and lived to tell the tale—and no one who knows how to read gets his reading from the train-boy. But still the train-boy has survived. If any efforts have been made to dislodge him they have been vain. If he is to go, railroad travel will not only lose a picturesque feature, but will also leave unsolved the mystery of why the train-boy was.

The arrival of a fleet of six steel canal-boats in New York harbor, launched and loaded at Cleveland, is an event of the greatest importance in the history of lake navigation. The boats were six in number, each having 270 tons capacity, or 1,620 tons in all. This is about the capacity of eight railway cars. They were towed by a screw steamer from Cleveland to Buffalo, and thence through the canal to Albany, and down Hudson river to New York harbor. These boats carried cargoes of steel rails. Lake steamers had transported iron ore from Lake Superior to Cleveland. There the ore was smelted and partly used in the construction of the boats. Other portions of the ore were used for the manufacture of the rails which formed their cargo. The enterprise was the result of diversified industries. It showed a wise investment of capital yielding profitable results in various directions. The boats of the Cleveland canal fleet were built by the manufacturing firm of which ex-Congressman Tom L. Johnson is at the head. The success of the enterprise will be followed by further enterprises of the kind. The Michigan lake ferries, to transport loaded freight cars from ports at the northward to the railway terminals at the south end of the lake, is a not dissimilar experiment in water transportation. There is no reason why boats similar to those used for lake and canal transportation in the iron trade should not be used in the grain trade. The farm products of the Northwest are as great in value as the products of the mines and forests. Improved methods of transportation for grain would increase the price received by the farmer and would lessen the cost paid by the consumer. The main element in the low price of the necessities of life consists in cheap transportation. Whatever promotes that object helps both producers and consumers.

One of the big logging concerns on the Menominee River in Wisconsin has been making comparisons between the pine logs of ten years ago and the pine logs handled to-day. Ten years ago the logs ran four or five to the 1,000 feet of lumber; in 1889 they averaged six to the 1,000 feet, and now twelve, fifteen and even twenty logs are required to furnish as much. In five years the decrease in diameter of pine trees cut for the mills has been 35 per cent. There is nothing, perhaps, so remedial to the state of affairs as to plant trees averaging so small in lumber products is a willful waste. Looking back to the time when the black walnut trees of the country were made into fence rails for the simple reason that they split easily and lasted well, everybody concedes that the woodsman were grossly wasteful. Somewhere in a little county seat in Michigan is a court house, rudely built and unpretentious, but which has a most valuable black walnut in its construction to more than pay for a modern new building. But who shall say that some day the white pine may not be valued as the oak is valued now? Time was when the oak was despised as compared to black walnut. Oak is "fashionable" now, but what made it so? Any farmer knows that to kill sucking pigs for meat is expensive. Any farmer knows that a young calf will bring more to the pound than a full-grown animal. And yet the lumberman goes on taking the youngest and most promising of his trees in defiance of all laws of economy. In the woods, as elsewhere, we are living beyond our means. The reckoning may not come upon us in this generation, but it will come surely upon posterity.

A more painful scene it would be difficult to imagine than that at the navy yard, when, with tears in his eyes, Captain Sumner confessed before the court of inquiry that to his own almost inexcusable, and altogether incomprehensible, negligence was due the injury which the cruiser Columbia sustained in the dock at Southampton. The Captain's manly acceptance of responsibility for his acts of omission, however, was in itself something not far from adequate reparation, and both will and should much modify the severity of public criticism upon him. It may, too, have the effect of suggesting that, while he was certainly at fault in taking for granted either the competence or carelessness of the English dock-

details, yet it was after all not unnatural to do so. Those officials undoubtedly knew their business. The docking of a large vessel was no new task for them. In all the years since 1835, when this particular company was formed, had they been accustomed to neglect such obvious precautions as the proper placing of blocks beneath the keels of ships entrusted to them? If so, their continuance in business is indeed amazing. Can it be that the nationality of the Columbia, the fact that she is a United States warship, had anything to do with the suddenly developed intelligence of these hitherto intelligent and trusted persons?

Lieutenant Peary, the Arctic explorer, has returned from his summer trip toward the pole, after enduring terrible privations and accomplishing nothing. Last year he made a similar trip, taking with him a large supply of provisions which he concealed or "cached," intending to follow the same route this year with a smaller load, replenish his stock of provisions from last year's "cache" and push on to the north. Unfortunately for the success of the expedition, on arriving at the place where he had left the provisions last year, Lieut. Peary was unable to discover any trace of them, all signs having been obliterated by the deep snow. This was a terrible disappointment, as the expedition had not enough provisions to take them back to their starting point. Lieut. Peary put himself and his two companions and the sledge dogs on short rations at once and started back. But their food gave out and they would have starved had it not been for the lucky discovery of a herd of musk oxen which they shot at the end of their arrival at What's Sound, and only one dog left of their team of forty-nine. All three men were almost exhausted, and Lieut. Peary and the colored man, Matt Henson, who has shown himself such a nifty and indefatigable helper, were compelled to draw Mr. Lee, the third member of the party, on a sledge. This another has been added to the long list of failures in Arctic exploration.

A Chinese paper, which has recently reached this country, gives a new version of the Chinese riots, which resulted in the death of sundry missionaries. It says that the real trouble began with the outrageous conduct of some of the native hangers-on of the missions. The missionaries as a rule are entirely ignorant of the language, and have to depend on interpreters. These are usually in the interior towns disreputable fellows, who, for some reason, have had to leave home and seek refuge on the coast, where they form "olden English." Returning home, after their offenses are forgotten, they hire out to the missionaries as interpreters. It is a common practice with these fellows, the Chinese paper asserts, to kidnap girls of 12 or 14 years of age, and keep them on the mission premises, representing to the missionaries that the girls are anxious to stay there and become Christians. They commonly treat these unfortunate captives with great cruelty, and when opportunity offers sell them to worse than slavery, supplying their places with other victims. The paper says that some of these girls, escaping from the missions at Cheo Tu, told such a tale of cruel abuse as aroused the fury of the people, who determined to drive the missionaries away and break up such dens of iniquity.

The underground electric, or conduit, system is said to work remarkably well on the Lexington avenue line in New York City. The line is very largely patronized, and is to be extended across the city and into Lexington avenue. Another type of conduit road is being installed at the end of the Third avenue cable at Fort Washington Heights; and the paper says that some of these girls, escaping from the missions at Cheo Tu, told such a tale of cruel abuse as aroused the fury of the people, who determined to drive the missionaries away and break up such dens of iniquity.

The surprising speed of 21.6 knots developed by the St. Louis during a recent trial, places the American liner at the head of the list of ocean greyhounds. With a few more of her class afloat, foreign nations are throwing money away on their fleet cruisers built expressly for service as destroyers of an enemy's commerce. It is a subject for congratulation that an American shipyard has turned out such a triumph of marine architecture, as it sets aside the old belief that we would have to go abroad for our iron merchantmen if we wanted any. The St. Louis in her time has proved as great an eye-opener to John Bull as the Sovereign of the Seas and other famous American clipper ships did in the days of the old Atlantic "packet ships."

Another fighting parson has turned up, this time in Fordham, N. Y. He thrashed the sexton soundly, but he did it according to scriptural rules. First he hit one of the sexton's cheeks and then, grappling with him, turned the other cheek and smote that. In these days, as previously, faith needs works to make it prevail.

A young man who kissed several Brooklyn girls—against their will, as they demurely asserted—has been declared insane. This judicial definition of the luptuose which leads a youth to attempt endearments with a Brooklyn maiden cannot fail to awaken lively interest in New York.

A Cincinnati clergyman refused to go on with the ceremony when the bride broke into a fit of laughter. The clergyman was probably a married man himself and knew that marriage is no laughing matter.

The Florida Legislature has taken up a bill to reduce sleeping-car rates. The officials of the sleeping-car companies will now put their legs in proper position to sustain another pill.

The assessed valuation of California amounts to \$840 for every man, every woman, and every child, or \$5,200 for every family, in the State. The real values undoubtedly very much greater.

A young woman in Alton died the other day from eating too much ice cream. Unfortunately, this item starts out too late in the season to relieve the financial situation very much.

"Why shouldn't a gentleman give up his seat in a street car to a lady in bloomers?" inquires an earnest contemporary. Possibly because she has visible means of support.

It was a wise teacher who told the world: "If the tree yields no fruit cut it down."

weird story comes from the Windy City in preparation to restore the dusky queen to the throne of her ancestors. It is understood that a long, low, rakish schooner, laden with canned beef, salted, cured hams and other deadly products of Chicago, will make sail on the malaria laden waters of the Des Plaines River and steer for Honolulu via the canal, the Illinois River, the Mississippi and the Gulf of Mexico. Long before she gets that far Chicago will have forgotten the existence of the expedition and Queen Lili, too; but both will have served to advertise Chicago.

Little Uruguay, in South America, has caught the exhibition fever. The Rural Association at Montevideo has entered into an agreement with Mr. Edward Schramm, United States Consul at that city, to give an exposition of products, art objects, and manufactures of the United States at some time within the six months of the signing of the compact. The association will supply the site and maintain it, and also arrange for the importation of exhibits, compensating itself with one-half the proceeds of admissions. The consul will use his efforts to secure the exhibits, and will have the next six months in which to carry out the project. The Montevideo Times, commenting upon Consul Schramm's proposition, says: "The importations from the United States in the year 1884 were some \$1,700,000, or only about 8 per cent of the whole importation of the country, and this has been about the average for several years past. Still, so many of the North American manufactures are so peculiarly suitable to this market that there is no reason why they should not capture a far larger proportion of our commerce, and towards this effect the proposed exhibition should afford a valuable stimulus."

The feat accomplished by Pillsbury, the young American player, in winning the international chess tournament just concluded at Hastings, England, is of no small importance. Americans have not been rated as equal to foreigners in this difficult game, although there was one international champion, Paul Morphy, in 1858. Later Capt. MacKenzie, a native Scotchman, who afterward made this country his home, became the world's champion. In recent years this country was not supposed to have even one of the formidable champions of first honors, and except a few chess enthusiasts comparatively little interest was shown when the tournament began at Hastings. Pillsbury is scarcely more than a boy—22 years of age. He had not even attained a great reputation in his own country. When he went abroad few had any idea that he would bring back such distinction to his native land.

De Brazza, the Congo explorer, is making a brilliant match. His bride may be regarded as the heir of the comte de Chamburn, who lives in the rue Montauvre in Paris. He received the architectural splendor of the house after his marriage with the heiress of the Baccarat glass factory. She was a woman of brilliant talents and a fervent admirer of Wagner. The comtesse de Brazza-Savorgnan-Cerngion (to give the full title and name) is daughter of the late marquis de Chamburn and the ward of the comte. Brazza's astonishing luck will be a source of trouble to Mr. Joseph Chamberlain by stimulating African adventurers to go ahead and so play their cards as to force the French government to pat them on the back.

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HON. FRANK S. PEABODY, Chairman Democratic County Central Committee.

The poor woman who tried to kill herself at Chicago because she had spent all her money in a vain attempt to obtain a cure for her deafness through Dowie's ministrations will have little sympathy. She knew perfectly well, as she confesses, that she was being swindled. She knew that neither Dowie nor any other man could with numbing and absurd gesticulation relieve every organic difficulty. She knew that every dollar she contributed to his bursting coffers was tribute to humbug and blasphemy. Her self-improvement, under these circumstances, was exactly parallel to that of the gambler or the drunkard. She is probably a fair sample of the weak-minded people who belong to the colony this man Dowie has formed to spare him the trouble of working for a living. Probably they all feel, as she felt, that they are wasting their money, their time, and their hope. But they put on a bold front of faith to conceal this secret consciousness, for no man will consent to own that he is a fool, and so mutually deceive one another. Every one of them, knowing himself for a dupe, yet believes that the rest are honest and accepts unquestioning their hot expressions of confidence. This, too, notwithstanding the frequent exposures and denunciations of Dowie made by the newspapers. They want to believe, and nothing but bitter experience can quench their pitiable ardor. This experience comes to all of them sooner or later, and they sink away to their hopeless homes or into careening graves. But Dowie's pseudo-humanity continues to be choked with the money they have wrung from grieving affection. The crop never falls and probably never will as long as Dowie manages to evade the law. He will keep on sowing the seed in his alluring pamphlets over all the country and no soil will be so barren as not to yield him a harvest, large or small. Dowie's uninterrupted success is very instructive to young men ambitious of attaining to Bacon's ideal of existence, "leisure without laboring," or Johnson's "labor without weariness." All they need do is to promise something. If their promises are large enough and shrewdly enough adapted to the wants of those they have chosen for their prey, they can laugh at contradiction, at exposure, at common sense, at truth, and (finally) at the poor devils themselves.

The report comes from London that the Sultan of Turkey has consented to accept the conditions "suggested" by Russia, France, and Great Britain as to reforms in Armenia. Similar rumors have been current so often and have been so relentlessly crushed out by official intelligence subsequently transmitted that the present favorable tidings will not be accepted as final. It is hoped, however, that Lord Salisbury's firm attitude is having the desired effect upon the Porte and that Armenian reforms are now within measurable distance. Every month of delay means new horrors for the oppressed province. It is reported that the Turkish minor officials have formed an anti-Christian society in the Ergonjan district to slaughter Christians if the Porte accepts the scheme of the powers. Well may the tortured men and ravished women and children of Armenia cry out in their agony of soul: "How long, O Lord, how long!"

Another Spanish man-of-war has fired a shot at an American schooner. If this course of conduct is persisted in it will be the duty of the American envoy extraordinary and minister plenipotentiary to the court of Madrid to call in King Alfonso XIII, of Spain (aged 9 years), and administer three spansks.

The latest Maxim gun has such capacities for rapid firing that 1,000 of the weapons could fire 1,000,000 shots in less than two minutes. In the coming "inevitable war" this fact will be recalled with pleasurable emotions by the troops who may be going into action.

King Oscar of Sweden is said to have written a symphony which is to be performed under the composer's personal direction; whereupon the American newspaper remarks that it will be something new, an Oscar conductor leading an orchestra.

During the last three months we bought about \$10,000,000 worth more of stuff than we sold—Palladium Item. Here seems to be an editor who hasn't been touched by hard times.

A Washington paper remarks that "a good rule of diplomacy is never to talk without knowing to whom you are talking." A better rule of diplomacy is never to talk on diplomatic matters at all.

The author of "The Heavenly Twins" has been forbidden by her physician to do any more literary work for a time. We do not know what her ailment is, but the prescription is a good one.

The department of agriculture says there are only 450 different kinds of grasses in this country. Bosh! There are more different kinds of grass wild-ows than that in Chicago.

Surely the day of the new woman is at hand. The Syracuse Post publishes a "Man's Page" regularly. Instead of the conventional woman's page.

Columbus announces the death of Mr. Button. His grave is probably the largest buttonhole ever made.

Whether or not the derelicts of the sea are in reality the terrors to ocean voyagers there seem to be in the laudation of their imagination may be a question, but that they should be exterminated as far as possible admits of no doubt. For thousands of miles they float like ghosts up and down the Atlantic, now governed by the viewless winds, and now by the ocean tides or the gulf stream. They are the vagabonds—the tramps of the deep. It is said their average life is but thirty days, but there are well authenticated instances of abandoned vessels that have kept afloat for nearly three years drifting in the meantime thousands and thousands of miles. One recognized derelict was seen at different times where the points of observation were 7,000 miles apart. Night is the harvest time of these sea demons. Almost imperceptible to the eye as they float water-logged upon the surface of the ocean, great ships full of life and hope suddenly dash upon them, and there is an end. An effort is now being made to arrange a plan by which the United States and Great Britain shall unite to exterminate these monsters of the deep. In October, 1883, Congress passed a resolution authorizing the President to make an international agreement with the several governments interested in the navigation of the North Atlantic Ocean, providing for the removal of dangerous wrecks and derelicts outside the coast waters of the respective countries bordering on that ocean. The plan most approved by the maritime exchanges in London and New York is for the respective governments to equip steam vessels of moderate tonnage, but well built and fitted out, which shall search the ocean far and near and destroy the derelicts wherever found. Short shrift is to be given to these terrors of the deep. International patrols like these would not only protect the great ocean lines of travel but might be able to afford aid and comfort to vessels in distress. The maritime nations cannot be better engaged than in bringing about some such plan.

At Chickamauga, in presence of the citizenship of the United States, survivors of Union and Confederate armies united in the dedication of the National Park, which is forever to be associated with memories of a supreme tug of war, of a unique heroism on both sides, and of a completely restored national friendship. The occasion was such a one as has nowhere