

The Times

(MORNING, EVENING AND SUNDAY)

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Wednesday, April 21.....37,294

Thursday, April 22.....37,849

Friday, April 23.....39,131

Saturday, April 24.....38,301

Total.....288,949

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cepted).....37,836

WASHINGTON, SUNDAY, APRIL 25.

The Fall of Larissa.

Yesterday's news from the seat of war

was indeed gloomy. It is as yet impos-

sible to analyze the situation in any way

explanatory of the disaster in detail. As

near as can be gathered from the dis-

patches, on Thursday the Turks made a

furious attack from the eastern end of

Milona Pass upon the Greek right at

Mati, and, after six hours' fighting, de-

feated it. This success has offered an

opening for Edhem Pasha to reach the rear

of the Greek army, and to move between

and Larissa, a danger which Prince Con-

stantine could only avert by falling back.

In retreating from Tyrnovo and Mati the

Greek commander must have decided that

a successful stand could not be made at

Larissa, and so that position also was

abandoned, the entire army of the crown

prince falling back on Pharsala, at the

foot of a spur of the Chassidari Mountains,

about twenty miles south of Larissa. Phar-

sala is the center of the last Greek line of

defense in Thessaly. If dislodged from

that line, there appears to be little that

could oppose the march of a Turkish army

to Athens.

One Good American Move.

The appointment of the Hon. Harold M.

Sewall, of Maine, is the best manifesta-

tion of a vigorous American foreign pol-

icy, on the part of the President, yet

unavoidable to the public; and Mr. Sew-

all's prompt confirmation by the Senate

is a good sign that at least one branch

of the Congress is in accord with the

Executive on the Hawaiian question.

A great deal is involved in the sending

of Mr. Sewall to the Pacific. What it

amounts to is illustrated in his record and

in the violent attempt that has been made

to prevent his going. The most active in-

fluence has been exerted by the sugar

and other anti-American interests to de-

feat his appointment, but he goes, and

that means speedy annexation.

Mr. Sewall has a distinguished history

in connection with our interests in the

Pacific Ocean. He represented them vigor-

ously and successfully in the Samoan Is-

lands, until Cleveland surrendered to the

joint international coalition, and delib-

erately sacrificed our position. He was too

good an American to be trusted as a

Cleveland representative abroad, and was

recalled. President Harrison sent him

back again, but the Samoan situation by

that time had ceased to be any credit to

this country. He was in Hawaii when

Cleveland tried to subjugate the republic

and restore the native dynasty. From that

time his views on annexation have been

clear and unmistakable. In a speech, de-

livered at Portland, in 1894, he said:

"I am here to speak for the American

foreign policy, consistent and continuous,

which shall give to our Government the

power and prestige among the nations of

the world. I am here to speak for the

honor and glory of the American

flag, for the protection of American cit-

izens and American interests wherever they

are, and for the extension of this great

republic wherever in this Western hemi-

sphere, national right and national destiny

have decreed that it shall go."

We most heartily congratulate President

McKinley and the country. Harold M.

Sewall is the right American staff. So is

the President, in the matter of our in-

terests, rights, and honor, in relation to

the Hawaiian Islands.

We are encouraged by this action to

hope that soon we shall see a coronation

Executive movement in the matter of Cuba.

Our Consular Service.

The subject of the American consul

abroad is receiving a great deal of at-

tention just at present, and some of the

aspirants receive an unaccountable shock

to their pride when they discover the va-

riety of consularship to which they are as-

piring. Lord Palmerston once said that

a consul was not a gentleman, and the

status of a consul, as a consul, in foreign

lands, has not changed much since that

day. Of course, many consuls are gentle-

men, and are received as such, but it is

on account of their character and not

their office. What the lordly Briton meant

was that a consul was not necessarily a

gentleman, as an army or navy officer is

generally taken to be, or as a member

of the diplomatic service must be fitted

by birth, traditions and education to take

a place in the social life of the country to

which he goes. The ambassador, his secre-

taries and his attaches are ornamental,

and not always anything else. If they

were not gentlemen they could hardly be

ornamental, and hence there would be no

reason for their existence. But a consul

is different. He must look after the

commercial intercourse of his country

with the foreign power, and in that way

he is extremely useful—indeed, he is neces-

sary. But as to his social position, the

foreign country does not always think it

necessary that he should have any.

The consularship in the gift of the

President are usually filled by men to whom political debts are owing, who have good abilities of one kind or another, and must get some sort of an office. England's consularships used to be a sort of dumping ground for undesirable Englishmen. They have the advantage of keeping the incumbent in office for life, or until he retires on a pension, and, consequently, when a younger son does not behave himself, or a witness turns up in a lawsuit with inconvenient information, or for one reason or another a man is to be got rid of without billing him, the consularship is at once called to mind, and the undesirable one is shipped off to some unfortunate island or foreign port, where he can be heard from only once or twice a year, and where he frequently proceeds to raise particular Cain with the unhappy natives. Nothing is expected of him except to keep away as long as possible.

With the German consul it is another story. The German consular service is the most efficient in the world. The German genius for hard work and statistics finds full vent here, and the government, which is a connoisseur in its appetite for both, requires from these servants of the public the fullest improvement of every opportunity for pushing German trade. They are emphatically the best friends of the German trader and producer, and they do not ask any commissions. Taking it all around, the consular service of the world, with the exception of Germany, is certainly open to considerable improvement. The great defect in the American system is the short tenure of office. Even if the consul works hard to master the intricacies of his business, by the time he is really of much use to his Government he is removed and a new official takes his place. There is no inducement for the right man to go in for such an office.

The Gilsonite Trust. To a considerable extent the gilsonite cat came out of the bag in the House discussion Thursday. Mr. Lacey, of Iowa, argued against any arrangement through which the valuable deposits of the Uncompahgre Reservation would pass under the control of speculators; he favored a lease policy in the matter. Mr. King, of Utah, regarded Mr. Lacey's proposition as "socialistic and communistic," and declared that the extent of the gilsonite beds was much smaller than it had been reported. Mr. Underwood, of Alabama, disposed of Mr. King's contention by quoting from the report of the special Government expert, showing that the prospective production of the mines would amount to 23,000,000 tons, from only six of the veins so far defined. He showed that the speculators now figuring on the control of the products could deliver gilsonite in St. Louis or Chicago at \$30 a ton, and sell it at from \$40 to \$50. This would give them a minimum profit of \$23,000,000. He declared that if these lands were to be opened it should only be after the question had gone to the Public Lands Committee and given full consideration.

After further discussion of the Uncompahgre section on Friday, the understanding was reached that it should go to conference, with the House pledged to insist upon the leasing of the asphaltum lands for limited terms of years; but it is doubtful if even that will be effective in killing the job.

Mr. Underwood has done well to bring out some of the facts in this scandal, and we are mistaken if he could not shed further light on the subject. It hardly need be hoped that Democratic exposure of the job will much hamper its accomplishment. There is a powerful combine behind it, and, as the gentleman from Birmingham has demonstrated, "millions in it." All the same, such an outrageous scheme of public plunder should not be allowed to escape its proper record in the Newgate Calendar of Republican rule and legislation. It will make excellent history to refer to later.

A Herald of Shame. The New York Herald does what in it lies to bring the blush of shame to every true American cheek when it prints the following: The presence of a Spanish war vessel in New York harbor to share in paying honor to a great American general is a far more pleasant spectacle than would be the presence of United States warships in Havana harbor to enforce demands upon the Spanish government which our government would have no business to make.

What! Is it a pleasant spectacle to see flying in the harbor of New York the bloody ensign under which innocent Americans are chained in foul Spanish dungeons, under whose folds helpless prisoners of war and wounded men are murdered; in sight of which wretched women, children and babies are fiendishly tortured and butchered?

Is it a more pleasant spectacle than one would be of an American warship steaming into Havana harbor, Old Glory flying in the breeze and decks cleared for action, to demand the release of those imprisoned Americans, and of the stoppage of those hellish atrocities?

Would these be "demands upon the Spanish government which our Government would have no business to make"? No, a thousand times no, unless indeed the Government and people of the United States are lost to all sense of national dignity, American manhood, and common humanity! The Legal Way to Stop. A case has just been decided by the Pennsylvania supreme court which is of interest to bicyclists, especially the species which is usually associated with accidents. There are some people who never get into any trouble while on their wheels; there are others who are seldom out of it. The wheelman concerned in this supreme court case met the culmination of his troubles on a railroad track. He had been warned off the track over which a freight train was passing, but instead of dismounting, made what is called a "bicyclist's stop," riding in a circle at a distance of five or ten yards from the track, and when the train had passed he immediately started across. Another train at that moment arrived on another track, in the opposite direction, and killed him. Thereupon his heirs sued the Pennsylvania road for damages. They did not get the damages. It

was decided that the deceased wheelman did not make a legal stop by circling round and round near the track. It was his business to dismount and put himself in a position to look up and down the track and make sure whether a train was coming or not; not to ride around in the vicinity and watch his chance to shoot across. That was the opinion of Justice Mitchell, to whom the case was referred after the plaintiff was non-suited in the common pleas; and it is a good, sound, common sense asphalted and macadamized opinion. Without any disrespect to the departed bicyclist, he certainly had no right to suppose that any train could be stopped if he persisted in riding in front of it, directly under the cowcatcher. There is too much of that sort of thing among bicyclists and pedestrians, and it should be discouraged for the comfort of all parties concerned.

Something in human nature seems to impel its possessors, in dealing with powers too large for them, to see just how near they can come to getting killed and not do it. It is the spirit of the small boy when he plays a prank under the very nose of the teacher, and when he runs across the street under the shadow of the cable car or needles with a man's hind feet. That same boy, when he grows up, waits with fearful curiosity outside a door to see a small-pox patient brought out; he makes a point of getting on the railway train when it is in motion; he experiments with electricity, if he doesn't know anything about it; he plays all sorts of pranks with the law. And when that boy, or that man, gets overtaken by the Providence he has tempted, it is hard to feel very sorry for him whatever one may feel for his family and those dependent on his business. And when he undertakes to collect damages for injuries received in his play, it is tempting Providence a little too far. Bicyclists should take notice of this decision in the Pennsylvania court, for it will, in all probability, become a precedent. They should not ride across a railroad track in a hasty, unpremeditated manner, in order to save a few seconds of time; they should take care to see that no train is coming in either direction. It does not make a man an old lady to do this; it can be done almost in an instant, and it is much more agreeable for him, and his family, and the railroad company or the cable car stockholders for him not to be hit by the train. No man likes to have his arm or his leg amputated and his wheel smashed, even if he does not get killed; so family wishes to be deprived of its head by such an untimely accident, and no railroad company cares about having the bother of a suit for damages on its hands. Give the motorman and the conductors a little peace, and a chance to do their work, you reckless people; and save your recklessness for a time when it will be less dangerous.

Hats Off to Gladstone. A London dispatch informs us that, in a recent conversation, Mr. Gladstone remarked that "he hoped some Yankee skipper would run a cargo into a Cuban port. He imagined that the blockading squadron in Cuban waters would not dare to stop him."

It would be a happy thing for our country if Mr. Gladstone's kind and hearty estimate of us, and of our foreign policy, were justified by the facts. It would have been before the reign of Grover Cleveland. But under that regime new and strange American precedents were established. Yankee skipper who dared to violate the paper Spanish blockade of Cuba were violently stopped, not by the navy of Spain, but by the warships of the American nation, acting as a police patrol for the Spanish government. The same thing might have occurred in connection with the blockade of Crete, if an attempt of the kind had been made before the 4th of March.

Since the advent of President McKinley, it may be that things are different. Perhaps the old ideals are restored, and a policy with manhood and national honor is re-established. It is not yet in evidence, but everybody hopes with impatient anxiety that it is there.

Cat-Tail Fur. Cat-tails, not the felina variety, but the humble water-plant of aesthetic memories, now prove to possess a marketable value. The slim, straight, spiculated stalks, with their sword-shaped leaves and stork-like heads, had a sort of military look which caused us in our youthful days to go after them for drumsticks, and they filled that office to great satisfaction. Year after year the barefooted youngster hopped from hillock to hillock, sometimes getting stuck ignominiously in the swamp, in quest of the cat-tail for this purpose. They were also good for arrows. Then there was an epidemic of cat-tail gathering, and the immaculate city boarder tried those self-same hummocks, getting cat-tails for the young lady boarder to tie a bunch with blue ribbon; but he seldom tried it more than once. The small boy earned many surreptitious quarters in those days, and the cat-tail was badly painted and badly used for decorative purposes in general for several years in the reign of Oscar Wilde.

Lately, however, a really useful cat-tail industry has been established. The down of the closely-packed brown head is found to be useful for stuffing pillows and comforters. For the latter, it is said to be nearly equal to elderdown, and, of course, very much cheaper. Many of the very cheap hammock cushions which have been sold in department stores of late years have been found, on investigation, to be stuffed with cat-tail. It is not so light as down, but nearly as soft, and it does not work itself annoyingly through the cover, causing the reposer in the hammock to look as if he had been out in a shower of goose feathers. Not only is it of use in these humble ways, but it is highly probable that so-called plush is largely made of cat-tail.

This cheap and novel material is invading the cover of the parlor sofa and of the family photograph album, and the back of the hand-mirror, and the plush heard-and-soft-cushion. When properly dressed and treated cat-tail is not easily to be distinguished from plush. It can be called Alaskan plush or Shetland wool when it is all right, and is very much cheaper than either. This use for the vegetable down of the water-plant is said to have originated in New Jersey, where housewives have long made cat-tail bed quilts, and where the plant is very plentiful. It grows all along Delaware Bay from Morris River to Cape May, and during the season, which lasts for many weeks, the average amount gathered is said to be a ton a day. The work of gathering, transporting and preparing the down for manufacture constitutes a considerable industry.

The only objection to this innovation lies in the fact that the consumers, if one may call them so, suppose that they are getting real plush and down, or at least things with plush and down somewhere in them; and they would not buy the articles if they knew that cat-tail was the material. It is the same objection which attaches to the traditional adulterations of sausage. People might not know that the sausage was made of horse or dog, but they undoubtedly would object if they did know. Also there is the inference that if we pay for plush and get cat-tail, somebody is growing rich off the difference between the two. This also is bad. But the cat-tail industry will probably survive and will cause the stork landscape to disappear from home art, which in itself is a worthy object.

The opinion of Royal George, of Greece, with regard to the powers, is probably about the same as that of Royal George Frisbie Hoar with regard to the Senate. Neither the Senators nor the powers seem to care one bit. Some of the Republican papers are citing these Democratic victories as a swing of the pendulum. Did they think they had succeeded in stopping the clock entirely? What is the reason that, however good a man may be, he is never mad if you refer to his native place as a great, wicked city? It is going to require several weeks for Mr. Mason to convince the Senate that it is not an old ladies' tea-party, but a body of legislators with important business on hand. When a horse is seen standing still in the middle of the street, with an obstinate look on his face, and the driver is using every means of persuasion at his command to make the horse stop balking, and do business, it is always noticeable that every man within half a mile has some advice to offer. The whole country is urging Vice President Hobart to build a brush fire, or something, under the Senate, but the Senate is not ready to move, all the same.

Dispatches are strangely silent about the Spanish bombardment of the Cuban port of Banes. The fact does not indicate Spanish success. Unless war should become general in Europe it is evident that trouble must soon break out in the Transvaal. In a debate in the local parliament the premier of Cape Colony declared that "Great Britain was determined to maintain her position as the paramount power in Africa," and that "without the protection of Great Britain the autonomy of the Transvaal was not worth a year's purchase."

Now what would Vice President Hobart do if Chief Justice Fuller should come along and catch him sitting an arbitrator for that Joint Traffic Association pool? It is announced that the Spanish government absolutely refused to allow Judge Day to go within the Cuban lines. Nobody need be surprised. It is in that side that the information lies. Will Mr. McKinley take the snub and submit? But a few short months ago Mr. Pingree was the most towering personality of the State. Yesterday the legislature took up the matter of a State Normal school and the potato blossom did not visit the vote-Detroit Free Press.

It is rather unjust to visit the sins of an American politician on a vegetable, but we doubt if the potato will ever hear of it. Pension Commissioner Evans must have brought a remarkably new broom with him from Tennessee. In his office even chiefs of divisions must report promptly at 9 o'clock and be found at their desks during working hours. The biggest patriot of the lot, with the longest pull, if he wants to go out, must raise his hand and say "Please!"

The Hon. Warner Miller finds the Administration too busy to take up the Nicaragua Canal question just now, which is disappointing. But this is a good, big, burning American question, and if the President is with the people on it, as he is in the Hawaiian matter, something will be done before long.

Dr. Hunter, who failed to land the Kentucky Senatorship, and experienced some annoyance otherwise in Frankfort, was at the White House yesterday. We dare say that there is a consultation consulate around loose somewhere.

As the whole thing makes clear to the populists and free-trader free traders that they absolutely control the tariff situation, they may be expected to set their lives dearly. A tariff bill made law by their assent will be a model.—New York Evening Post.

No, it will not be a model, but it will be an improvement on the Dingley monstrosity. There are times when a "hold-up" is patriotism.

The Civil Service Commission spent a long enough time in private conference with the President yesterday to materially stiffen his civil service reform back-in case it needed stiffening.

AFTER THE DEFENDER. An Englishman Negotiating for the Famous Yacht. London, April 24.—The Pall Mall Gazette says today that the yacht Defender will likely race in English waters if the question of price between the American syndicate and How Walker, who wishes to buy the vessel, can be satisfactorily arranged. How Walker is a brother of A. B. Walker, the owner of Alba. In the event of the purchase being made, it is stated that Lord Doncaster will fit out Valkyrie III. to meet Defender.

CAPITOL NEWS AND GOSSIP.

Senator Pasco is undertaking to determine when the legislature shall meet in Florida to elect Senators by amending the Federal law on the subject. He proposes to change the statute so that the legislature of each State whose first regular session is held next preceding the expiration of the time for which any Senator was elected to represent such State in Congress shall, on the second Tuesday after the meeting and organization thereof, proceed to elect a Senator in Congress.

This amendment would prevent a recurrence of the arguments and motions which we present itself in Florida, whereby the State is left with but one Senator during the present important special session. An important meeting has been held at the Capitol, which was attended by the representatives of the National Association of Lumbermen and a number of Republican Senators from the Northwest, the South and Pacific coast States, at which an agreement was reached to stand by the lumber rates of the Dingley tariff bill as it came from the House. Among the Senators who attended were Burrows of Michigan, Spooner of Wisconsin, and a number of Senators of Washington, Pritchard of North Carolina and others, and the representatives of the lumbermen included leading operators from every section of the country. The subject of the lumber conditions and the results of the tariff of the McKinley tariff were canvassed, two hours being devoted to consideration of the matter in all its phases. It was found that the Southern lumbermen are as strongly in favor of protective duties on pine and hemlock as are the operators of the Northwest and the Pacific coast, and they will stand against a reduction of the rates of the Dingley bill.

The spokesman of the lumbermen was Walter Eddy, of Michigan, who made a vigorous talk in favor of the top notch rate on rough lumber, reducing all the familiar arguments against the dollar rate or any compromise figure such as has been suggested. The Senators gave close attention to Mr. Eddy's remarks, and upon their conclusion signified a general acquiescence in the statements made by him. It is understood that the Senate Finance Committee will report on the lumber schedule early next week, and in the meantime the Senators present at the meeting will take an early occasion to urge the adoption of the \$2 rate.

Walker H. French, who has been file clerk of the House for the last four Congresses, and was also file clerk of the Forty-fifth and Forty-sixth Congresses, has a penchant for gathering historical information concerning the service of Members of the House, and interesting incidents in connection with the history of the two bodies. He has several scrap books full of newspaper clippings and also two manuscript ledgers, in which he has gathered much unique information. He said yesterday that the statement that Representative Holman had served more years in the House than any other member of Congress was not strictly correct. William Newton, an early member of Congress from Virginia, had served one year longer. The late Representative Holman, however, had served in sixteen Congresses, which was equal to the number in which Newton had served, for the latter was unseated in one of the Houses in which he sat. Mr. French has made the following tabulation with reference to the service in the House of the most notable old members of recent years: W. S. Holman, 16 terms; William B. Kelly, 15 terms; Charles O'Neill, 15 terms; Samuel J. Randall, 14 terms; and Samuel S. Cox, 14 terms.

The remarkable fact about these long tenures is that the House of Representatives, where political vicissitudes are much greater than in the Senate, of course many public men in the history of the Government have seen much longer service than this, counting their experience in both houses. Secretary of State John Sherman was a member of the House and Senate for thirty-eight years, and Senator Morrill, of New Hampshire, has been a member of the two bodies for forty years. Thomas H. Benton, of Missouri, long regarded as the Senator of longest service saw only thirty-three years in the Senate and two in the House. Henry Clay broke all records of service in the House by the fact that he was twice years a member of it, and all that time Speaker.

Senator Mason, of Illinois, tells an interesting story of his acquaintance with Judge Holman, in the Fifth and Fifty-first Congresses, when he first arrived here. Mr. Holman found it very difficult to remember his name, and finally said to him one day: "Young man, I am not going to have any further trouble about this matter. I am going to call you Douglas, because you look much like Douglas used to."

"An" says the