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SATURDAY, OCT. 5, 1901.

THE COLUMBIA'S VICTORY.

American naval architecture and American seamanship have once more asserted their superiority over those of Great Britain. That is the meaning of the three consecutive victories of the Columbia over the Shamrock II., no matter how hard the English press tries to ignore such a conclusion. It is not only that the Columbia is a better boat and more successfully, if not more skillfully, operated; it means that after annual trials extending over the lifetime of a single generation, British ship designers and builders have remained unable to produce, and British seamen have remained unable to operate, a vessel capable of beating the best boat available among Americans. The victory of the old America has been so steadily and so frequently repeated that no conclusion any less creditable to Americans can be drawn from the event.

In common with the majority of observers, the Globe was disposed to believe that victory would at last rest with the British sailors. The work of the Shamrock throughout seemed to sustain such a view. In a stiff breeze it was universally believed, as the result of the first race and the ineffectual attempt at a race, that the Shamrock would beat her American competitor. The betting on the race shows this much. While heavy odds could be had at the outset, after the first trial and, indeed, after the first and even the second race, the betting was on even terms as to the result.

The event has proven the miscalculation. The most thoroughly miscue victory won by the Columbia in any of the races was in that throughout which the conditions were those most eagerly sought after by the owners of the Shamrock. In a half gale the Columbia beat the British boat more decisively by far than in any of the others in which the conditions sought by Americans were present.

In common with all Americans the Globe rejoices in the victory which has been won. We would have been better pleased had the last race been won in favor of the American boat, and we would be glad to write in a demand that that race be sailed off again, were it not that the other two races taken together have removed all question as to which is the better boat.

The Columbia will go down in the annals of international yachting with the America, for the double victory which she has wrought over British seamen and shipbuilders. She is a grand vessel, fulfilling more than the expectations of her builders and operators, as well as of the American people. The wisdom of her selection for the task which she has just completed was doubted by most Americans. But she has vindicated her claims to be the best boat of her kind afloat, and she has given every patriotic American additional reason for pride in his country and his countrymen.

A REPUBLICAN TRICK.

We have an amusing, although not a surprising, sequel to the magnanimity of the Pioneer Press and its party friends in connection with the election of a successor to the Republican official absconder, George B. Whitehouse. That sequel is furnished in the casting of their votes for the election of Mr. Walther by the Republican members of the assembly.

What a wonderful outburst of local civic virtue was there! The Republican members of the council only insisted on one thing—that the best man available, Republicans would, of course, as our contemporary assured the world with that hoarse-though-echo to its words which is so familiar to those Democrats who occasionally read it, vote at once for the Democrat so chosen. Whereupon, the Republican brethren in the council proceeded to elect about one of the most bitterly partisan Republicans in the community, as his entire career on the fire board shows, as their candidate. Our contemporary will applaud, of course, if it has not done so already. It's a way it has; and it will doubtless save its face by accepting the belief, which it has already by inference expressed, that no Democrat remained on earth good enough to meet the requirements of the local Republican machine.

What should Democrats do in the light of such a display of Republican trickery? They should proceed at once to meet in joint session and elect some man acceptable to them. Brother Hunt, who has apparently about the same ideas of Democratic acceptability which our contemporary expresses from time to time, may safely be allowed to flock by himself or else go over where he belongs.

There are eleven Democratic members of the council. They constitute a majority. They are a quorum of the council, and they can proceed to transact business. When they have selected their

candidate the pure-minded Republican politicians of the board of county commissioners will doubtless regard that candidate as morally not up to their high standard, and will refuse to recognize him. The courts are then open to have the question effectively settled.

The Democratic members of the council have the obligation cast on them by law to elect Whitehouse's successor. If the opinion of the law department is correct it will become practically impossible to select a candidate unless the Republicans withdraw Mr. Walther's name, which, judging from the bitter partisanship with which they seized the occasion presented by that opinion, seems quite unlikely, or unless the Democrats cast their votes for that gentleman, which it would be folly to expect them to do. They might much better for the public service leave the vacancy unfilled.

The sooner the Democratic aldermen and assemblymen get together and in joint session elect their candidate the better all around.

INCREASE THEIR PAY.

No class of public servants are paid as little in proportion to the value of their service, or with reference to the arduous character of that service or the risks attending it, as the firemen. The firemen of St. Paul are paid less than those of any other large city in the country. This latter fact is owing to their accepting silently a reduction which when it was made was tacitly understood to be temporary in character.

We had hard times in 1885. Many local philosophers were telling us around that time that we should retrench on municipal outlay. We did retrench—the pay of the firemen. The pay in every other line of city service remains what it was before that time unless it happens to have been raised since. The firemen alone are the victims of the cry for retrenchment at that time—a cry, by the way, which was attended by as many and as cheap exhibitions of demagogism by certain city officials as ever were offered to a gullible public.

These men's pay has not been raised to its original standard simply because they have not demanded it. This is the world where a man usually gets what he goes after; and if he doesn't go after what he wants, he invariably goes without. The firemen should have done before what they are doing now.

Considering the confinement attached to the fireman's life, the actual labor involved, and the greater risks attending his employment, as well as the standard of intelligence required, there is no reason whatever why firemen should not in point of compensation be put on the same plane with the police. As it is, the men get little more than the pay of common laborers in private employment. As one advances up the grades the pay does not advance in the same proportion by any means. The public is prompt to recognize the picturesque features of the fireman's calling and his bravery when he shows it, as he invariably does when the occasion arises; but the public, as represented by the local city pay roll, seems to have a very practical sense to its sympathy and admiration, by seeing to it that neither costs too much.

The least that can be done is to put the fireman's pay back where it was before it was reduced. This ought to be done as quickly as possible. The charter prescribes that the board of fire commissioners "shall regulate and prescribe the sum to be paid to the firemen and the other employees of the said department, except as in this charter otherwise prescribed." The charter does not "otherwise prescribe." It provides that no greater sum than \$25,000 shall be expended for all purposes in the administration of the department. The majority of the fire board may be relied on to put the old schedule into operation as early as it is at all possible consistently with the other financial obligations of the department. Even if they have not the funds at their disposal the Globe believes that the public will sustain them in passing the necessary resolution and afterwards securing the necessary change in the charter through the legislature.

WILL IT PAY?

For two years the military events of South Africa have fixed the attention of the world. A war that at the outset the world thought might last six months has continued with intermittent lulls for two long years, and the end today seems farther off than it did when the Boers were besieging Ladysmith and Kimberley. Waving aside all considerations of right and wrong involved in the controversy, the question that confronts the British public today is "Will the subjugation of the Boers in South Africa pay?"

In every national contest, either economical or military, the question of ultimate profit is sure to dominate in the end. Nations go to war for principle, to maintain the national honor, to avenge national wrongs. But even wounded honor has its price, and to deplete the national treasury and sacrifice the flower of a nation's manhood for a principle, is not regarded as good statesmanship. Like a certain charge that was said to be magnificent but not war, these exhibitions of a national devotion to a principle are magnificent but, they do not pay.

After two years of victory and defeat the British general-in-chief is calling for 25,000 more troops to subdue the inhabitants of a region, that, measured by the ordinary standard of territory, is not worth one-half the money already spent to gain military control. As an investment, the Boer war, if it should be completely successful within the next thirty days, would be a monstrous failure. To a nation which, like England, establishes colonies in the various corners of the earth for the purpose of trade and not exploitation, the Dutch republics have little or no intrinsic value. Without a seaport their commercial possibilities are infinitesimal. The face of the country is rugged and comparatively non-productive. The inhabitants have become by tradition and experience haters of England and all things English. The

gold and diamond mines are the only assets worth fighting for, and they will be exhausted before the present generation is removed from the scene.

England, after having vindicated her national honor, finds herself today fighting for the possession of an arid plateau, wind-swept and desolate; a region where Englishmen will not live—a region which, if it is ever to be occupied, must be left to the race which is now stubbornly defending it. The Boers are a product of the veldt, the natural children of this almost limitless solitude, and should they be annihilated, as it now seems they will be, England might as well possess the desert of Sahara. With the passing of the Boer, South Africa will revert to the Kaffir.

This may seem a strong statement, but the history of colonization warrants it. Africa, the cradle of civilization, is now the only continent open to colonization; the balance of the world has been appropriated. Why has Africa been left to the last? Because the geographical and climatic conditions are not conducive to what we call civilization. It lacks the means of internal navigation. We are wont to marvel at the almost miraculous subjugation of the North American continent by European civilization, and are inclined to ascribe the cause to the energy and genius of the Anglo-Saxon. But the secret lies not in the character of the American colonists, but in the lakes and rivers which afforded inter-communication before the days of steam, and to the long and deeply indented sea coast line. Commerce—the exchange of products—is the key which unlocks the dark continents. In the natural conditions necessary to this Africa is unusually deficient.

That the English are in South Africa only temporarily is shown by the fact that of the workmen in the mines where the English predominate, only 13 per cent are there with their families, 33 per cent are married men, whose families remain behind, the other 54 per cent being single men, mostly adventurers. Joseph Chamberlain recognized this handicap when he advocated the proposition of sending English young women to South Africa to become wives of these voluntary exiles with the hope of making them permanent settlers.

With the inducements offered by the older colonies of Great Britain, Canada, Australia, New Zealand and many of the smaller crown possessions, few will seek South Africa, especially now when the country is torn by a race war which a half century will not obliterate. Should England win in this contest she will lose. Should she lose she will win. Never has a nation been confronted with so difficult a problem. British honor has been vindicated. The invasion of British territory has been avenged by laying waste the territory of the offenders. It is now a question not of war or honor or vengeance, but of practical politics. Will a further prosecution of the war—the complete subjugation of the Boers—pay?

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PARAGRAPHS AND CARTOONS.

In teaching the gospel to the heathen the good missionary finds it necessary to resort to every possible means of mental communication. The thought must be clothed in a garb which the heathen will comprehend or the effort will be lost. To this end sign language as well as articulate sounds must be employed. The illustrations used to enforce the truths of the new faith must be such as appeal to the experience of the hearers. The ethic tenets must be clothed with material vesture, extravagant and gaudy, perchance ridiculous to catch the ear of the understanding. Even the modern preacher, the platform orator, the stump speaker and the jury advocate must resort to the verbal ingenuity of which they are possessed as well as figures of rhetoric in order to be able to meet on their own intellectual ground the various minds which they desire to influence.

The modern newspaper is missionary, preacher, lecturer, political orator and lawyer combined. Its audience embraces all manner and conditions of men with all possible shades of intelligence. To bring the thoughts of the world to these minds is its province. The refined and learned must be given mental food, the curious must be satisfied, the fun-loving must be pleased, the ignorant must be instructed and the doings of the world must be chronicled. All this must be presented in such guise that he who runs may read, and he who reads may understand.

To accomplish this every known human vehicle for the conveyance of thought must be employed. The closed carriage of argument, the omnibus of illustration as well as the bicycle paragraph and the open drag of cartoon must be brought into requisition.

Many a man who has not the time to read an argumentative editorial of half a column is caught by a paragraph stating in five lines the conclusions of the argument. Many who from lack of inclination or lack of time fail to keep up with the procession of thought as it passes through the public print catch a bird's-eye view of the entire procession through the agency of the cartoon.

In this era of hurry and push the paragraph and the cartoon have become necessary factors in this public education. There are sermons in stones and songs in running brooks. There are whole lectures in cartoons and whole chapters in paragraphs.

There are cartoons and cartoons. Some are bad, very bad, others may contain a whole history. As humor and wit appeals to the average man as nothing else will, the successful cartoonist is a humorist and a wit. He appreciates the incongruity of human situations and with his pencil depicts the follies and inconsistencies of men and policies. He exaggerates, not because he is vicious and wishes to misrepresent but to catch the eye of the multitude. The cartoonist is cosmopolitan in his views and democratic in his expressions. He talks to all men through the universal sense of sight and their no less universal sense of the ridiculous.

At the Theaters.

William Collier in Augustus Thomas' successful comedy, "On the Quiet," will close a successful engagement at the Metropolitan with two performances today.

Otis Skinner begins a week's engagement Monday night in an elaborate production of "Francesca da Rimini." The advance sale of some thousands large audiences for every performance.

Performances this afternoon and evening will conclude the engagement at the Grand opera house of "Across the Pacific," which has been holding forth at that playhouse during the current week.

On the stage will be seen at the Grand opera house the coming week, commencing tomorrow night.

Rose Sydlis' London Belles company, which met with well deserved success at the Star theater this week, will conclude its engagement with a matinee this afternoon and the regular performance tonight. Tomorrow afternoon the Bon Ton Burlesquers will begin a week's engagement.

The Ladies' Social Circle of Park Congregational Church gave a reception last evening in the parlors of the church for the pastor and his wife, Mr. and Mrs. Alexander McGregor. The rooms were filled with guests. Mr. and Mrs. McGregor received with Mr. and Mrs. W. J. Dyer, Mr. and Mrs. J. E. Wilson, Mr. and Mrs. Harry Dorr, played several violin numbers. Mr. and Mrs. Dorr gave some piano numbers and her son, Harry Dorr, played several violin numbers. Mr. and Mrs. Dorr gave some piano numbers and her son, Harry Dorr, played several violin numbers.

The Ladies' Social Circle of the People's Church gave a reception last evening in the parlors of the church for the pastor and his wife, Mr. and Mrs. Samuel G. Smith. The rooms were filled with guests. Mr. and Mrs. Smith received with Mr. and Mrs. J. E. Wilson, Mr. and Mrs. Harry Dorr, played several violin numbers. Mr. and Mrs. Dorr gave some piano numbers and her son, Harry Dorr, played several violin numbers.

The Misses Cora and Ida Bohn gave a dinner party last evening at their home in Waldorf-Astoria, in honor of the Misses Cora and Ida Bohn. The rooms were filled with guests. Mr. and Mrs. Bohn received with Mr. and Mrs. J. E. Wilson, Mr. and Mrs. Harry Dorr, played several violin numbers. Mr. and Mrs. Dorr gave some piano numbers and her son, Harry Dorr, played several violin numbers.

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SCHLEY WAS IN A HURRY

Continued From First Page.

putting an interlineation in this log because an erasure was made of that word "starboard" and I suggested putting in the explanatory words that we "cleared the Texas."

"Do you remember whether any change was made in the log book in the recording of the direction in which the helm was originally put?"

"I think I remember that erasure. The word 'starboard' was erased and the word 'port' substituted."

"Do you remember discussing that with anyone in the presence of Commodore Schley and Capt. Cook?"

"I do not."

"How was this first brought to your attention that it was entered in the body of the log that the helm was put to starboard?"

"Very likely by the watch officer desiring to make an erasure in the log after I had examined it."

"Do you remember when, if at all, you undertook to check the log as written to show whether these points were correctly entered in the log book or not?"

"No, I do not, except that it is more probable this was all done before noon of the succeeding day, because the log was generally given to the captain by noon."

"Do you regard that as a correct entry in the log book that the helm was put to port in order to bring the starboard battery to bear?"

"No, that was not the reason for which the helm was put to port. It was put to port to bring the Brooklyn under way as quickly as possible to head off the Spanish vessels."

"Would not the Brooklyn have been brought around quickly if the helm had been put to starboard as it was recorded in the log book originally?"

"I think she would."

"These words, 'swinging clear of the first of the Texas,' are they right?"

"That is right. That is a point that impressed me. Fortunately we got around without having one of the 'Texas' guns fired over us."

"In the dispatches of the day the words 'clear the Texas' are interlined words, are they not?"

"They are."

"Did you give any specific instructions or make any specific suggestions to the officer who wrote the log with regard to putting in those words?"

"I think it is probable I did. I did, because more than probable that I did, because that was the fact that impressed me as the result of swinging with the port of the Texas, and I thought we cleared the Texas and her fire."

"When were those words put in relative to the change in the log book from 'starboard' to 'port'?"

"I cannot say. I was not at that time contemplating any such searching investigation as this and consequently I thought that the log was written with the idea of giving a general account and fair account of the battle without being brought up under searching scrutiny, or I might have been brought up particularly as to exact times and dates."

"With Commander Hodgson's name on the stand the court adjourned until tomorrow."

It is understood that Commander Hodgson will be examined tomorrow about a series of letters which have passed between himself and Admiral Schley and which were shown to a number of persons in the court room today.

WITNESSES RECALLED.

The Schley court of inquiry began its proceedings today with the recall of witnesses. The first witness was introduced, and after they had corrected their previous testimony and made such additions thereto as suggested themselves they were sworn in and sworn to tell the truth. The list of witnesses for the day included Capt. Raymond P. Rodgers, who was executive officer of the Iowa during the Spanish war; Ensign (now Lieut.) M. L. Driscoll, who was watch and division officer on the Texas and officer on the deck of that vessel when the Spanish fleet came on to Santiago harbor; Lieutenant Commander Albin C. Hodgson, who was navigator on the Brooklyn, and whose testimony has been looked forward to with much interest because of his correspondence with Admiral Schley, and Lieut. C. W. Dyson, of the bureau of navigation.

Capt. Lemly has still quite a long list of witnesses before him, and he began business today it was said on his behalf that he probably would not be able to conclude his presentation of the testimony of the department before the middle of next week.

Capt. Dawson, of the marine corps, who was on the stand yesterday, was called to correct the official copy of his testimony. His only purpose was to make the shipping for five-inch guns, these being unmistakably the Brooklyn's.

Cross-examined on the dispatches carried by the Iowa, Capt. Rodgers was asked if he recalled the dispatch of Key West, May 29, 1898, written by Admiral Sampson, in which the statement was made that "I am of the opinion that the best chance of capturing the Spanish fleet would be to hold Cienfuegos and Havana." This statement was included in these dispatches. The witness replied that he recalled the dispatch, and that it was contained in the dispatches. While the examination was on this point was in progress, Mr. Rayner read the letter including the following extract:

"If later it should develop that these vessels are at Santiago, we could then assemble off that port the ships best suited for the purpose and completely blockade it."

Mr. Rayner presented a statement showing the number of shells found on the vessels of the Spanish fleet, and the percentage of five-inch shells assumed to be correct. Capt. Rodgers replied that the total number of hits was twenty-five, and that therefore the five-inch shells were assumed to be correct. Mr. Rayner said the statement had been prepared by Admiral Schley.

The witness also said he knew that the Brooklyn had eight-inch guns, but Mr. Rayner said the admiral's computation was not intended to cover that. His only purpose was to make the shipping for five-inch guns, these being unmistakably the Brooklyn's.

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stand by Commander Raymond P. Rodgers, who was executive officer of the battleship Iowa during the summer of 1898. He testified to leaving Key West on May 29 for Cienfuegos to join the flying squadron. Before leaving he had, as a representative of Capt. Rodgers, a conference with Commander-in-Chief Sampson, at which Captains Taylor and Chadwick were present. At that time he was told by Admiral Sampson that he had received information from the department at Washington that the Spanish fleet was at Cienfuegos, probably was in the harbor at Santiago. He had, however, not been informed of any secret code for communication with the Cuban insurgents near Cienfuegos. He had, he said, taken dispatches for Commodore Schley, and while not certain whether there was more than one package, he was under the impression there was more. One of the dispatches carried at this time was the witness thought, that signed by Secretary Long and dated Washington, 12:30 o'clock, May 29, and beginning:

"The report of the Spanish fleet being at Santiago de Cuba might very well be correct, so the department strongly advised you to proceed to Cienfuegos."

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