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TODAY'S WEATHER.—Generally fair; cool; light to fresh westerly winds.

PORTLAND, SATURDAY, DEC. 22.

If the people of Portland want the monthly street and fire wardens to remain, and the substitution of the old regime instead, they can have it. This is the plain inference from official utterances, printed yesterday and today.

The history of the present situation appears to be that upon accession to his office District Attorney Chamberlain notified the police department and other interested circles that he was determined the time-honored system of private graft should not prevail, but if any grafting places were to pay tribute they should pay it into the public treasury.

Under this determination, in which the police department seems to have acquiesced, fines to the extent of \$25,000 per half year, or upwards of \$50,000 a year, accrue to the city treasury. The District Attorney understands that this is satisfactory to the taxpayers of the community, and as he bases his defense upon the financial showing, and as Police Commissioners Bates and Cohen both profess willingness to return to the old system if the taxpayers will, it is the decision evidently is in the hands of the community.

Reasons based on evidence should be adduced, therefore, for changing the procedure, if the demand for change is to be insisted on. It is noticeable that Mr. Chamberlain does not shrink from the responsibility laid upon him in The Oregonian's article, which Commissioner Rankin walls about as throwing all the blame on the police. What is the matter with Brother Rankin? Can't he read English?

Room was made in yesterday's issue of The Oregonian for the full text of the franchise granted by the City Council to the City & Suburban Company for its street railway extension to the Southern Pacific carshops. Undertakings of this sort are of vast moment to the community, and this franchise should be studied by all, for it reveals the process developed by study of municipal history and conditions. Notice in the first place, that the franchise, instead of being perpetual, as such concessions were once carelessly drawn, expires absolutely at the end of thirty years. The ordinance is careful also to specify the license cars shall pay under existing regulations. Every portion and detail of the work is to be subjected to supervision and approval of the city authorities, on pain of forfeiture of the charter.

The rate of fare, the frequency of service, the completion of the line within a year, are all specified, with the provision, in the event of failure in any one particular, that "this franchise shall be forfeited without any further act upon the part of the city or its officers." In addition to these specifications, the ordinance prescribes the kind of rails to be laid, regulations for the company's participation in street improvements, and the procedure in which the work of construction shall proceed.

The controversy with the company over this franchise and over the \$48000 due from it to the city shows that in this respect, at least, the interests of the city are earnestly safeguarded.

Careful reading of the Hay-Pauncefote treaty, with the Davis amendment incorporated, gives one an uneasy feeling that the treaty is not as it stands, and that, if it should be amended, the canal has accepted the amendment as an effective instrument of delay, there is reason to fear their course is shrewdly advised. If we suppose that the British holdings in the railroads have influence also at London, fears of delay have pretty solid foundation.

The treaty forbids fortification, except that the provisions against fortification and belligerent use shall not apply to measures which the United States may find it necessary to take for securing by its own forces the defense of the United States and the maintenance of public order. The question is, "What does that mean? What measures in its own defense can the United States employ along the canal, consistent with the complete inhibition of all use of the canal for warlike purposes in peace or war? The treaty forbids not only fortifications, but interference with the freedom of the canal to belligerent vessels, blockades, embargoes, disembarkation of troops, stores or munitions, and the remaining of warships for more than twenty-four hours within three marine miles of the canal's approaches. Of course, if the United States is going to take any measures it likes in its own defense, it will be likely to do a number of these things. It is, then, the purpose of the amendment to overthrow the rest of the treaty. This is it, in truth, the provision of the Suez convention, and no difficulty need arise in its administration, provided the honest effort is made by

the Administration to formulate, and, with imperfect human methods, that is just what they will do.

The proposed Weather Bureau extensions contemplated by the Secretary of Agriculture, and which were favorably endorsed by the Chamber of Commerce at its last meeting, consist of the re-establishment of weather and vessel-reporting stations at the mouth of the Columbia River near Fort Canby, and at Strait Island, at the entrance to the Strait of Juan de Fuca. Stations at both of these places were operated for a number of years, and proved very valuable aids to the shipping interests of the Pacific Coast.

Through the breaking down of the cable at Tatoosh Island and the lack of an appropriation to replace it, the station there was abandoned about two years ago, and the one at Fort Canby was for some unknown reason discontinued shortly afterwards. Reports from these two stations have been greatly missed, as they were the outposts that gave the first intimation of changes in North Pacific weather, besides being important points for reporting all in-bound and out-bound vessels for or from Columbia River or Puget Sound ports.

Numerous petitions have been sent to the Agricultural Department by vessel-owners, masters and agents at Portland, San Francisco and at Puget Sound ports, for the re-establishment of these stations, and the Secretary of Agriculture has acceded to the wishes of the petitioners by including the cost of their re-establishment and maintenance in his estimates of the appropriation needed for his department the coming year. Members of Congress from the Pacific Coast will endeavor to secure that they be made every effort to secure the passage of these appropriations.

The brutality of having as practiced at West Point and elsewhere does not present so deplorable an aspect of life there to many excellent but unsympathetic persons as does the heinous fact, now established upon incontrovertible evidence, that the cadets indulge in exploits and pastimes productive of genuine mirth-making. The spectacle of human beings enjoying themselves, and especially of young persons actually having fun, sends the iron deep into the soul of large numbers who have forgotten they were once young themselves. That these West Point youngsters, boiling over with animal spirits, should have attended rat funerals, joined in bowl races and eaten eighty-five prunes at one sitting, is a demonstration in youthful exuberance calculated to strike terror to all who have short memories, and those imperfectly constituted who are never young.

Such sports do not extenuate the brutality which having is pretty certain to descend, unless ruled with a rod of iron, at West Point or anywhere else. Perhaps the most gratifying feature of the West Point testimony so far is the uniform disclaimer of the common charge that religion is the target of ridicule and abuse. Sanctimoniousness is doubtless considered fair game, but "Saintly" Mitchell can be readily apprehended as a recently deceased subject, adopted in recognition of his office, president of the Y. M. C. A., and without religious purport. The organization itself is somewhat incompatible with the legendary impossibility of religious life in the academy. Of course, the testimony of Hebrew students as to religious toleration there must be either a myth or a typographical error; we have it on the authority of anti-Semitism that no Jew ever wanted to be a soldier.

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the contracting parties to get on. Ratification, even, could proceed apace now, if the only question were to facilitate the canal. But we have to reckon with determined and resourceful antagonism. Is the amendment an instrument of delay?

NO CURE FOR BLOATED SUFFRAGE.

A. K. Shepard, in a brief address before the Colorado Society of the Sons of the Revolution, delivered at Denver on the 25th ult., makes an earnest plea for restricted suffrage, longer tenure of office, fewer elections, reform in our naturalization laws, and a check on what he terms "the importation of foreign scum." The war cry of Mr. Shepard is, "Put none but Americans on guard." By Americans he does not necessarily mean those born in this country, but those who are Americans at heart, who are capable of intelligent exercise of the right of suffrage and appreciating the privileges conferred on them. Between 1893 and 1898, inclusively, he imported 12,194,424 human beings. Three-fourths of these were from non-English-speaking races, and of these a very large percentage was of the very lowest type. The adult males of this horde under our laws became voters two years after their arrival on our shores. The fact is recalled that in 1798 the term of residence required for aliens was fourteen years, with five years' previous declaration of intention. In 1802, under Jefferson, the residence was reduced to five years, and the declaration of intention to three years, and the power to naturalize aliens was placed in the hands of inferior courts. Under President John Quincy Adams the declaration of intention was reduced to two years. The present requirements for the naturalization of aliens are five years' continuous residence, with two years' previous declaration before any court of record, and one year's residence in the state or territory where the declaration was originally made. Mr. Shepard would reform these present conditions. Citizenship should only be granted by the United States Courts after a full residence of at least five years, and all privileges accorded by "first papers" or declaration of intention should be abolished.

The reforms urged by Mr. Shepard are excellent in theory, but will never be put in practice by either party. It is time that the importation of human freight from Europe or China be stopped. You can exclude the human freight from China, but not from Europe, because you could not get either party today to exclude that quality of foreign immigration described as human freight. The Republican party could not hold its foreign vote of recent years today if it excluded this human freight. The Democratic party would make the practical exclusion of foreign immigration a battle-cry, as they did under John Adams, and as the labor vote of America will not walk the door to be shut and barred against this human freight, it will come to America, and when it once gets here it will be sure to be turned rapidly into Democratic voters.

The fatal mistake was made when the states began to repeal the property qualification for suffrage. From this repeal dates the slow but steady demoralization of the suffrage in America. This error it is hopeless to expect to correct. Party greed and demagoguery are sure to resist successfully all efforts at reformed system of naturalization. If we could absolutely stop the importation for a number of years, we could, give us time, safely absorb and make over the repulsive foreign element, but we cannot absorb and educate the whole world at once. In small detachments we can digest the whole human race, but the present swarm of Egyptian flies is more than we can digest. If they come, they will become voters, and they are likely to continue to come, for no foreign exclusion act is likely to be ever enacted. American labor is not disposed to do more than oppose the introduction of contract labor. Under the circumstances, there will be no exclusion of human freight from Europe; there will be no reform of our naturalization laws. We are in a bad way, perhaps, but Great Britain is really worse off, for her demagogues are not so easily compelled her to enact legislation that stands for gross socialism and labor pensions.

A CRITIC, BUT NOT A SURGEON.

The comments of Democrats of various shades of opinion upon Mr. Cleveland's article on the rights of the Democracy are not flattering. The Bryanites, of course, speak of it with contempt, but even Mr. Cleveland's friends and admirers confess that his utterances are too general to be of any practical benefit in the reorganization of the party. The trouble with Mr. Cleveland is that the situation demands not a critic so much as a surgeon. The Democratic party is bleeding to death. Anybody capable of seeing the situation as it really is, and who is ready as Mr. Cleveland, but when he speaks of the province of a political critic to that of a political surgeon, Mr. Cleveland falls flat. His remedy is "to return to first principles," which is as absolutely impossible as it would be to solve the present situation in China by ordering the speedy conversion of the Chinese people from Confucianism and Taoism to Christianity. Mr. Cleveland is not quite ignorant of his article, for "the abandonment of the principles of true Democracy" for "the fallacy of free willer and populism" began as long ago as 1852, when Mr. Cleveland's party managers ran a fusion ticket in certain Western States with the Populists and free silverites, and when Mr. Cleveland allowed himself to extend the olive branch to riotous strikers by denouncing what he called "the communism of gold."

What are these "first principles" to which Mr. Cleveland would have the Democracy return? The Democracy opposed the "greenback" during the war, when it was a deplorable military necessity, but it upheld the greenback and perpetuated it after the war, when the Republican party hoped to retire it. In 1888 the Democratic party favored repudiation; wished to pay our bonds in depreciated paper, just as the Bryanite Democracy desired to pay them today in depreciated paper. In 1874-75 the Democracy declared for fiat paper money; in 1877 the Democracy began voting for depreciated silver, and on every occasion from that date to the present two-thirds of the Democratic party, within or without Congress, has voted at every opportunity for fiat silver. When President Cleveland, at the extra session of 1892, urged his party to repeal the act of June, 1890, he was able to achieve his purpose only through Republican votes. On a party

vote he would have been beaten, so strong then was his party for fiat silver. In 1896 his party was overwhelmingly for fiat silver, and so it was in 1898, and so it is today, and so it will be in 1904. The Democratic party has been the party of repudiation, fiat paper and fiat silver since 1858. Mr. Cleveland's running mate, Stevenson, was selected in 1892 because it was necessary to give a bone to the baying dog of free silver.

Surely Mr. Cleveland cannot seriously suppose that some six or seven millions of Democrats who voted for Bryan in 1896 and 1900 can be "reorganized" for victory in 1904 by pointing out that they must return to "first principles." In effect, Mr. Cleveland tells the advocates of populism and fiat silver that they must become apostates to their faith and political creed, or again incur defeat under Democracy that Mr. Cleveland is talking about is not the Democracy that the party is thinking about today. The Cleveland Democracy is dead, except so far as its influence is manifested through the Republican party. Populism and fiat money rule the National Democracy today, and will continue to rule it directly or indirectly for some years to come. The Cleveland Democracy is as dead as the old White Party was in 1852 and 1860. Cleveland is a sound critic. He sees what we all can see, but he is no surgeon. He cannot hit the artery of the bleeding Democracy. He only advises that it be tied to save the patient.

Roseburg comes to the front with a poultry show the like of which has never been seen in the Umpqua Valley before. A bronze turkey weighing thirty-five pounds is the leading attraction of the exhibit, though a Brahma cock weighing eleven pounds equals the turkey in degree, if not in kind, as proof of what breeding will do for fowls. That which would insure the interest of the masses in the poultry industry, however, would be the announcement of the discovery or production of a breed of fowls that can be depended upon to furnish eggs from October to February, inclusive. Fowls of very ordinary pedigree or no pedigree at all are really minor attractions in this respect during the rest of the year. The huge bronze turkey cock and the mammoth Brahma cock is each a fine specimen fowl in his way, but give us the industrious hen that goes singing about her duty from day to day and announces its faithful performance by a cheerful cackle.

The menace of a dock laborers' strike so long hanging over Antwerp materialized a few days ago, when 30,000 men employed in loading and discharging shipping went out. The strike, it is said, promises to be of greater proportions than the memorable and disastrous one of 1893. Oppressed by real grievances, which have been industriously played upon and magnified by labor agitators, the men are in no mood for compromise. A proposition for arbitration made by the Burgomaster a few days ago met with an abrupt refusal, and, falling in wiser counsels, a halt was called. The history of the docks was precipitated. The history of the great dock strike of 1893 is yet sufficiently fresh in the public memory to cause its renewal to be viewed with alarm in shipping circles the world over.

The benefit of the fire drill as practiced in the public schools of this city was demonstrated in the Couch building a few days ago, when knowledge indicated that the roof of the building was on fire. The rooms were emptied of the 700 children there congregated in exactly 2 1/2 minutes, and without the slightest alarm among the pupils or disorder in the ranks. Fortunately, the building was not on fire, but the consequences of a panic would have been quite as disastrous as if real danger existed, and not as the teachers kept contriving the situation. As a demonstration of the dominion of intelligence over fear, and method over confusion, an example of this kind is gratifying alike to teachers and parents.

The French Chamber of Deputies is announced to have adopted a resolution intended to prohibit the manufacture and sale of absinthe in France. If Mr. Dooley were well, he would probably mangle Hamlet's farewell to Horatio in the situation. As a demonstration of the dominion of intelligence over fear, and method over confusion, an example of this kind is gratifying alike to teachers and parents.

Portland and Multnomah property-owners and Count Boni run into debt with equal facility. But we may get some satisfaction out of feeling like the Gouls.

The longer the ship subsidy bill is expected the more does it betray its taint and the surer is it of defeat. Hanna must get it through now or never.

Bryan alleges conservatism as one cause of his defeat. He is right. Conservatism is a mighty good thing when opposed by foolish innovation.

Germany may impose a 50-cent import duty on wheat. Oregon farmers who favor protection should make sure they are protected.

If Roberts had waited until the war was ended, he would not have started home before it was over.

It will do no good to make new century resolutions because few of us will live 100 years.

Bryan will stick to his principles. Nobody objects. Now let Democracy stick to its.

Chinese Characteristics.

For more than 2000 years not only has it been a political axiom that the ruler is for the people, not the people for the ruler, but the ruler is for the people, not the people for the ruler. The first element of efficiency in a ruler is his readiness to fight. Naval war is differentiated from war on land by the quality of suddenness. When the next maritime war breaks out between two principal powers, the world will get a surprise. One or other of them will strike a blow that will be felt all over the world by Admiral Dewey against the ships of the Spaniards in Manila Bay.

In spite, however, of the lessons recorded on the pages of English history, our principal British fleets are not ready for action. They are deficient in essentials. No addition to the building programme, no increase to the number of men, no voting of millions by a Legislature bewitched by the siren song of the number of the problems with which it has to deal, will have any beneficial effect on the next maritime war until the fleets actually at sea are made ready for action. Common sense, therefore, requires that our Mediterranean fleet and the Channel squadron should be placed on a war footing without loss of time, whatever economy may be necessary in other directions.

COMMENT ON HARRISON'S ADDRESS.

NOTE AND COMMENT.

The war in the Transvaal is still under the head of unfinished business. Christmas is a festival about which the postal clerk can get up no enthusiasm. A Toledo man has been sent to jail for kissing a girl. Possibly it was worth it. Dewey should seize this opportunity to submit terms of surrender to the British.

All this talk about getting presents to stockings must make Hon. J. Simpson very tired. Among the writers whose works are in demand for Christmas is our old friend, Mother Goose. It is not noticed that the coal miners' strike, which "was hushed up till after election," has broken out again. If General Aguinaldo is not dead he has procured a helmet of invisibility which is proof against war correspondents. Archbishop Ireland is a total abstainer, and as he appreciates the value of temperance, he is in favor of the Army canteen.

Adlai can congratulate himself that even election to the Vice-Presidency couldn't have obscured him any more completely. If it had not stopped raining when it did we would have begun to get a very accurate idea of how Noah's contemporaries who were left out of the ark felt about it. Omaha detectives have located the house in which Millionaire Cudahy's boy was concealed by kidnapers. Now the Omaha public has a chance to get even with Colorado by burning the edifice alive. The Castellane safety valve, which is leaking under the high pressure of the final count's indignation, does not portend explosion. The little Frenchman was in high dudgeon a few months ago and left America to fight a duel with a Paris editor. However, the Count cooled off on the ocean voyage. His present pet is only the effacement of his ancestors.

A new field of usefulness has been discovered for the superfluous man, and a Philadelphia woman vouches for the discovery. Her bell rang on Monday morning and the colored maid announced that "de washman had cum." "The washman? You mean washwoman, don't you?" exclaimed her mistress. "No'm; it's de washman now." "De lady wot done uster do de washin' is a frien' ob mine, an' Ah done got 'er a stiddy job 'at week warkin' in a family on Locust street." "Well, then, who's to do my wash?" demanded "Liza's" mistress. "Why, de washman. He's done yere now," said "Liza." "He's de husban' ob my lady frien' wot used to do de washin'." He's a no-count nigger, an' now she's got a stiddy job, he's gwine to do her washin' fer his bo'd!"

Marie Dronfah, who is Charles B. Hanford's leading lady in "Private John Allen," has been the occasion of much curiosity. A Southern lady, on being introduced to Hanford, said: "What perfect English Mme. Dronfah speaks!" "Yes," was the reply. "She speaks very good English." "Without the slightest foreign accent." "I have observed that." "Does she like this country better than Russia?" "Very much better." "But she would rather act in Russian than in English, would she not?" "I don't believe she would. In fact, she can't speak Russian." "Can't speak Russian! Why, she is an enigma." "No," was the response, "she is not an enigma. She is an anagram. You will notice that her name spelled backward is the same as mine. She is Mrs. Hanford."

P. L. Foote, of Foughkeepsie, N. Y., sends out the following suggestion in a circular: "Were you born in 1850—here is a proposition that may interest you. Let the men of 1860, who were babes in 1850, form associations in town and city and celebrate the completion of their half century of life—and the beginning of the new century—with banquets held on the coming New Year's eve or New Year's night. Here is a unique dual event for the cities. Each town or city has enough of the vintage of 1850 to form a congenial gathering. The rosters of the different societies will give ages and chance of selection. A benefit idea might be evolved, with stated meetings, resulting in payment to widows on death of a member, or an accumulating fund for those reaching the age of 100." The Oregonian is qualified for membership in an Oregon society.

Old Loves. (From Herby Murgin.) Louise, have you forgotten yet? The corner of the flowerly land, The ancient garden where we met, My hand that trembled in your hand? Our lips that touched each other sweet enough, As low beneath the willow trees (We sat; have you forgotten yet?) Do you remember, love Louise?

Marie, have you forgotten yet? The loving letter that we made? The rings we changed, the suns that set, The woods fulfilled with sun and shade? The fountain that were music to us, By many an ancient ivy-tressed Marie, have you forgotten all? Do you remember, love Marie?

Christine, do you remember yet? Your room with accents and roses gay? My party that trembled in the air? The April hours, the nights of May? The clear calm nights—the stars above That whispered they were silent seen Through no cloud—were they not, love? Do you remember, love Christine?

Louise is dead, and well—a day? Marie a sadder path has taken; And pale Christine has passed away In southern suns to bloom again. Alas! for one and all of us, Marie, Louise, Christine, forget! Our power of love is ruinous. And I alone remember yet. —Andrew Lang.

Down. The night was dark, though sometimes a faint light. A little while a little space made bright. The night was long and like an iron bar. Lay heavy on the land; till off the sea. Shewly within the East, there drew a light. Which half was starlight, and half seemed to be. The herald of a greater. The pale white starburst shewly to the rose, and up the height Of heaven slowly climbed. The gray sea grew Rose-colored like the sky. A white gulf flew Straight toward the utmost boundary of the East. Where slowly the rose gathered and increased. It was as on the opening of a door. By one that in his hand a lamp doth hold. Whose flame is hidden by the garment's fold. The still air moves, the wide room is less dim. More bright the East became, the ocean turned Dark and more dark against the brightening sky. Sharper against the sky the long sea line. The hollows of the breakers on the shore. My green like leaves whereon no sun doth shine. Though white like the outer branches of the tree. From rose to red the level heaven burned. The East, as if it were a fall from on high. A blade of gold flashed on the horizon's rim. —Richard Watson Gilder.

THE ORDINARY CONGRESSMAN.

Be Simply Comes and Goes and Leaves Little Behind Him.

The average length of a career in Congress is four years. At the beginning of every Congress about one-third of the members of the House are new to the business. It is for a member to make any sort of a mark in legislation before he has been in the House at least two full terms, and those who have not done so are counted on the fingers of one hand. The ordinary Congressman comes to the House and leaves no trace behind him, except on the salary list, where he is called A. Coolidge in Alsines' Magazine. The man who stays in the House for more than two terms has a fair chance of winning honor and a name. He gets his name into the Congressional Record once in a while; he is recognized by the Speaker occasionally; and if he is unusually good he may be taken up and sometimes give him a hearing to himself. There are 124 members of the present House who are serving their third term or better. Of these, 25 at a conservative estimate are well known to their names might carry some meaning outside their own state. The work of a Congressman is thankless enough. It brings nothing in the way of money, little in the way of honor, except in rare instances, and a vast amount of drudgery. A man must be in the harness for years generally before he amounts to anything in the way of reputation. He counts in legislation he has lost his enthusiasm and spirit, and becomes a pack-horse. Once in a while, at rare intervals, there is a flash across the dull legislative horizon, and a sudden reputation is made for a new man. That was the way with Bryan when he first came to the House in the Fifty-third Congress. He was a new man, except in so far as he had a speech on the tariff that dazzled everybody. Littlefield, of Maine, made an even more effective stroke last winter with his argument against the unlimited coinage of silver. These are the most striking examples in recent years of reputations quickly made. Away back in the Fifty-third Congress, Lafayette caught the eye of the first great orator after he took his seat with a free silver speech. It is significant that those who thus make a dramatic entrance in the House rarely come for much in legislation. The man who enters with a great influence, and all the while he stayed in Congress he was looked upon as a good talker and nothing more. Towne frittered himself away after his speech, and as for Lafayette, who had black type in the newspapers for a few days after his maiden effort, it is hard nowadays to find anybody who can remember his name.

TON OF SOAP TO LAUNCH SHIP. The Time, Money and Trouble It Takes to Get War Vessel in Water. New Orleans Times-Democrat.

The launching of a little torpedo-boat is comparatively easy, and the cost is not more than a few hundred dollars, including flowers and souvenirs and even the bottle of champagne used in the christening. But when it comes to a big armored cruiser, a first-class battleship or a modern expense seldom falls below \$5000 or \$10,000. The building of the ways for the ship to slide down over is the main item, and it comes the graining. Every inch of timber over which the ship slides must be covered with a lubricant. Different firms use different substances, but soap and tallow form the main ingredients of the lubricant. Cramped by a layer of beef tallow and a layer of soft soap, and altogether, between one and one and a half tons of the stuff was required to put a move on the average battleship. The tallow is spread on to the depth of about three fingers, and the workmen use big flat trowels to make the surface as smooth as possible. Then they pour over this a quantity of soft soap, which is run, or about the consistency of lard. As a general thing this double coating answers the purpose admirably, and the ship slides into the water as if it was sailing in air. If it is a battleship, it is in a few cases, it is likely to spring some of its plates, and accidents of that kind are so costly that nothing is spared to save them. Greatly as sailors are very superstitious about launchings, and anything goes wrong, the ship is regarded as unlucky, something greatly dreaded by the crew. Several years ago a Chicago packing-house got up a special preparation for greasing ships' ways and sent a quantity of it to a firm in Maine to demonstrate its merits. It was made from the refuse of the factory, and had an odor that seemed strong enough to lift a man of war clear off its bearings! The firm tried it on a small merchant ship which had ready to launch, but instead of the usual quantity of lubricant it acted more like glue. The vessel stuck fast on the ways and had to be pulled off with jacks. That was the last ever of the preparation, and the Chicago folks dropped the scheme. What is left of the soap and tallow after a launching is carefully scraped off and sold. It is used in making axle grease.

BRITISH NAVY UNPREPARED.

The Actual Fleets at Sea Are Not on a War Footing. An efficient Navy is essential above all else for England, owing to her insular position, the adoption of free trade, the extinction of British agriculture and the vital necessity of free access for our shipping when going to or from the waters common of the sea, says a London correspondent in the Philadelphia Public Ledger. The first element of efficiency in a ruler is his readiness to fight. Naval war is differentiated from war on land by the quality of suddenness. When the next maritime war breaks out between two principal powers, the world will get a surprise. One or other of them will strike a blow that will be felt all over the world by Admiral Dewey against the ships of the Spaniards in Manila Bay.

In spite, however, of the lessons recorded on the pages of English history, our principal British fleets are not ready for action. They are deficient in essentials. No addition to the building programme, no increase to the number of men, no voting of millions by a Legislature bewitched by the siren song of the number of the problems with which it has to deal, will have any beneficial effect on the next maritime war until the fleets actually at sea are made ready for action. Common sense, therefore, requires that our Mediterranean fleet and the Channel squadron should be placed on a war footing without loss of time, whatever economy may be necessary in other directions.