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PORTLAND, TUESDAY, DEC. 13, 1904.

THE POSTOFFICE AND SOCIALISM.

In The Oregonian of yesterday the report of the Postoffice Department was headed "A Big Deficit." The deficit was $4,560,044.73. It is a considerable sum, but not enormous. Never, but in one year, has the Postal Department paid expenses. Often in former years, when its business was not one-half, nor even one-fourth, what it is now, it fell behind as much, or more.

Postal service for the benefit of the people is the one branch of the public service which can be directed with advantage by the General Government, in the interest of all. It is different in every way from the railway service, or the telegraph service, or the telephone service; it is different from manufacturing or other productive industry, which socialists insist that Government shall undertake. It is not a productive industry. It is distributive only. Government hires the mails carried, and it collects from those who send matter through the mails. The service nearly pays its way, and may be made to do so completely; since from an expenditure of $138,784,487.97 a deficit is found of but $4,560,044.73.

Since it is not a productive industry, since it requires no capital, government has no investment in it, beyond the trifle necessary for its postal stations and mail bags. It owns no railroads or other means of transport. It simply hires the work done. This service furnishes no precedent, therefore, and no parallel, for those who would have the Government go into railroading and ironmaking and shoemaking.

The work of the postoffice therefore is not the work of socialism. It affords no analogy for the demands that socialism makes. It doesn't follow at all that because government can do a thing of this kind, which requires no investment of capital, which produces nothing at all, but only keeps up the circulation of intelligence, or provides a facility for the circulation of written or printed matter among the people, through agencies which capital has established and maintains, could therefore take control of the vast productive industries of the country, which require immense capital and immense labor, with best intelligence dominating over all, to make them successful. The postoffice furnishes no argument whatever for the claims of socialism, but the strongest of arguments against them. Between making plows, supplying the capital for the undertaking and performing the heavy labor in it, and carrying letters, which requires no capital at all and scarcely any labor—certainly none of a severe kind—there is no correspondence. The things are unequal, and, not commensurate or comparable. Nor will the good judgment and common sense of the country be deceived by any attempt, however persistent, to force an analogy. Government operates the postoffice and supports the public schools. But these are not productive industries. Government doesn't grow wheat or hops, or make leather or glass. Should it try, the result could be foreseen.

"EVERYMAN'S" USES.

The production of "Everyman" in Portland last week, The Oregonian is told, made not a few persons serious, and sent to the churches on Sunday numbers never accustomed to go. Now here is a hint for the churches. An effective way of getting up a "revival" might be to induce the theaters of Portland to keep "Everyman" on the stage for a month or two—the church people lending their influence, attending themselves and urging their friends to attend. An influence could thus be exerted that would fill the theaters every night of the week and the churches to overflowing on Sundays; and in a little while the membership of the churches would be greatly increased. For the fear of death and of what may follow is the most potent of all influences for conduct over a large class of minds.

The English drama began in the churches, as an expression of the religious feelings of man, and the intense opposition of the churches to the theater came in with Puritan asceticism, on the assumption that whatever gives pleasure is sinful. "Everyman," however, though it would stir a feeling in many, is not the sort of drama that gives much pleasure; so the Puritan objection on this score wouldn't lie against it. If the church people would take it up they could easily fill the theaters for weeks, with the attendant effect of filling the churches, no doubt. We should get also a recrudescence of Bible reading, John Bunyan and Young's Night Thoughts. It might do a lot of good, too; though after a while—such is the constitution of the human mind—that there would be a turning to frivolity and gayety again.

THE GOVERNOR'S DUTY.

If the State of Oregon had a Governor with a more sober regard for his duties than merely to look pleasant and draw down his unconstitutional emoluments, we should have public order in Central Oregon. It is not possible to view too gravely the startling condition of impotence into which the administration of law has been thrown in more than one county by the timidity of local officers and the procrastination of our complaisant executive. Twenty-eight hundred sheep were slain in Lake County last Spring by a gang of outlaw cattlemen, who took this merciless method of wreaking vengeance on their enemies; and the feud between them led to the shocking and mysterious death of a leading citizen, J. C. Conn. A Coroner's jury said it was suicide; but the circumstances pointed so strongly to murder that there was a loud cry for a more thorough inquisition into the facts and for punishment of the supposed assassins. The Conn tragedy became a living issue in Southeastern Oregon politics, and led to the defeat at the polls of public officers who appeared to have taken the side of the criminals, or to have hesitated to procure their arrest and conviction.

Now thousands of sheep have been slain in Crook County as a consequence of the same conspiracy to expel the sheepmen from the range. The slayers are so audacious in their operations and so avowedly ready to pass from the massacre of sheep to the murder of sheepmen that whole communities are terrorized, the arm of the law paralyzed, and anarchy virtually reigns. In Grant County the stockmen, on their part, have been made victims of the depredations of an industrious band of rustlers, who steal horses and cattle with impunity and practically defy arrest. It is obvious that in all these counties, and perhaps in others, the operation of law has completely broken down, and it is obvious, too, that the depredations of neither the criminal sheepkillers nor the daring stockrustlers will cease until they kill off one another or until the present Governor of Oregon can be made to realize that the lives of its citizens are imperiled, their property in jeopardy and their right to the law's protection denied.

Sheepmen have the same rights in the country as cattlemen, and cattlemen the same as sheepmen. But it is public land, and neither, at bottom, has any actual right. They are bound, however, in equity and justice, to respect the common right, on either side, to graze their herds and flocks, till forbidden by the owner of the lands. It is intolerable when one party attempts to exclude by wholesale massacre the other party from lands to which neither has a legal right. Active measures would be taken against these sheepkillers if Oregon had a Governor who was not balancing and playing in politics for re-election.

RURAL FREE DELIVERY.

Rural free delivery, as discussed in the annual report of the Postmaster-General, a synopsis of which was printed in yesterday's Oregonian, has become a very prominent branch of the mail service of the country. The rapidity with which the service has grown is reflected in the official figures showing an increase from forty-four routes maintained at an expenditure of $40,000 in 1897 to 24,566 routes on which the disbursements last year were $12,921,700. This swift development in the service quite naturally has created a deficit, the shortage for the year being placed at nearly $5,000,000. At first glance the sum expended for maintaining a service on these rural routes seems large, but when it is compared with the prodigal expenditures of the Government in other directions it makes a less formidable showing. The fundamental principle underlying all measures enacted for the benefit of the public is the greatest good for the greatest number, and, reasoning from this standpoint, the Government has certainly accomplished more with its money in the rural delivery service than in any other branch of expenditures for public service.

That millions of people received a direct benefit from this service is proved by the official figures, which show that the rural carriers delivered during the last fiscal year 906,424,121 pieces of mail matter. There is, of course, a direct financial benefit reaped by the suburban resident on the rural route. The daily delivery of newspapers and letters enables him to keep in close touch with all business matters in which he may be interested. This direct financial advantage is minimized, however, in comparison with the indirect benefits to the people as a whole. The isolated life of the country, and its lack of opportunity for commercial and social intercourse, has from the time when men first builded cities been controlling factors in inducing the rural resident to abandon the farm and get in closer touch with his fellow-men.

The suburban car and the rural delivery have to a large extent eliminated this disadvantage, and today, wherever the rural delivery route reaches, the progressive rural resident is fully as well informed on the commercial and social topics of the day as his urban neighbor. The advantages now conferred by the rural mail service have not only added to the profits of the farmers and small tradesmen dwelling beyond the city limits, but they have also spread contentment among a certain class of suburbanites who, without these advantages, would be rushing into the city and intensifying the struggle for existence which is ever more difficult in the city than in the country. In the promotion of this contentment there is, of course, a disappearance of that jealousy which is too often exhibited by the country people for those who dwell in the city. The country dweller has his daily paper delivered at his door not very much later in the day than the city man, and he is as close up with the times as the dweller in the city.

The two classes, thus being brought much closer together from a social as well as business standpoint, will reap mutual benefit by the contact. It is impossible to estimate in dollars and cents the value of this "sentimental benefit," but it can easily be understood that it has a value far and away in excess of the cost attached to the service. The rural free delivery has come to stay, and, while there will undoubtedly be a steady increase in the appropriations required for improving and maintaining the service, they will be given less grudgingly than for almost any other purpose for which demands will be made on Congress.

The recommendation that the service be extended to include the delivery of small parcels at a cost lower than the regular postage rates seems to be a good one. The change as suggested does not affect parcels mailed at any other than the particular rural route over which the parcel is to be carried. Added value is given this suggestion for the reason that the carriers, who were formerly permitted to handle this parcel business as a side issue, have been prohibited from doing so, but in lieu thereof will receive more pay. The revenue from this source would materially aid in making the service self-supporting, and would also prove a great convenience to the rural subscribers.

AMERICA AS AN ASYLUM.

The total number of aliens admitted to the United States during the last fiscal year was 812,870. More than one-half this number were of the Italian, Hebrew, Polish, Slavak and Magyar races. The need of new legislation for the more competent physical inspection of aliens at the ports of embarkation is urged by Secretary Metcalf in his report on this subject. He also urges the establishment of a moral and manual standing for admissible aliens. This need is expressed in figures showing that there are now in public and private charitable, penal and reformatory institutions in this country 44,985 aliens, distributed as follows: In asylums for the insane, 20,485; confined for the commission of crime, 9825; of dependents, 14,675. Upwards of 25,000 of the whole number of these aliens will be confined for life—an unjust charge upon the thrift of the communities or commonwealths into which they were allowed to drift—poverty-stricken mental wrecks.

Self-preservation should be the first law of nations, as it is of Nature. This is especially true in a country of free political institutions. Vigilance is the price of liberty. The perpetuation of our institutions depends upon the exercise of political sagacity and observance of wise measures of political economy. The old theory that proclaimed America as the asylum for the oppressed and the helpless of all lands has been sadly overworked in practice. It is time that the sentiment underlying our National hospitality should be amended so that our invitation to aliens to come in and share with us the blessings and benefits of a free land be restricted to the law-abiding, the physically and mentally sound and the self-supporting. Sentiment is well enough in its way and within limits, but it is a most unstable thing upon which to found the citizenship of a republic.

COURTS AND CRIME.

The London Spectator recently published an article upon the great increase of crime in the United States during the last twenty years, in which a grave view of the situation was presented. It was supplemented by an appeal to the American people to impose radical reforms in its system of jurisprudence before it becomes too late. With much of the self-complacent British spirit the Spectator goes on to speak of the prestige that belongs to Judges on the English bench (the Maybrick case was probably not in mind), adding:

> We venture to say that if American Judges had the standing which belong to our Judges, rich men who now use their money to corrupt public officials and public bodies would find themselves in jail either for contempt of court or some open breach of the law. Rich men dare not openly defy the law in England as they do in America. The actual statute law in America is more than sufficient to put down corruption. It is its administration that is at fault. We know how difficult, owing to the state system, it will be to give greater weight of authority to the judicature of ordinary state courts. Until this is done, however, no attempt to purify American life can really be permanently successful. Furthermore, it is absolutely necessary that, not merely in cities, but throughout the country, there should be a large, well-paid, efficient police force, and this force should be made to recognize that its duties are quite as much preventive as punitive.

Perhaps it would be well for our Judges, or some of them, to lay this counsel to heart. In the meantime, however, the intelligent American can hardly be expected to fall down before the shrine of "British justice" and see in its methods a crime-free state. There are statistics which show a somewhat alarming increase in crime in the United Kingdom, notwithstanding the "prestige and standing" of British Judges and the alleged incorruptibility of British justice as administered by them. Comparisons in this line are more than likely to be disconcerting.

EXPANSION OF EXPORT TRADE.

If any further testimony were needed to show that the foreign trade of this country is not being hampered in the slightest degree through an alleged lack of shipping facilities, it is offered in the advance sheets of the Bureau of Statistics of the Department of Labor and Commerce. These figures show that for the first ten months of the calendar year all previous records have been far exceeded, and that, if the exports of manufactures for November and December are as large proportionally as those for September and October, the total for the year will pass the $500,000,000 mark, an increase of $66,000,000 over the record year, 1900. The remarkable growth of our manufacturing industries is reflected in a comparison with the figures for 1890, when the total was but $151,000,000.

It will thus be seen that in the comparatively short space of fourteen years our exports of manufactures have more than trebled. The November figures have not yet been compiled, but for October there was an increase of more than $10,000,000 over the corresponding month of last year, while for the ten months to November 1 the total was $412,946,036, compared with $348,673,560 for the same period last year. Iron and steel products lead all other manufactures, and for the first ten months of the year reach a total of $105,350,418, an increase of more than $25,000,000 over the corresponding period last year. There has been a heavy falling off in the exports of agricultural products, due to the short crop in this country, and attendant higher prices at a time when the foreign markets were being supplied at lower prices from other countries. It is also probable that there has been a large increase in the demands for home consumption.

The increase in the output of manufactured products of course reflects a corresponding increase in the demand for labor, and, so long as industrial conditions warrant this increasing demand for agricultural products, no regrets will be expressed over a decline in exports of products which are worth more for home consumption than they will command when shipped abroad. In the segregations of our exports, cotton manufactures make the poorest comparative showing of any of the items on the list. There is of course an increase, but for the ten months it is only about 5 per cent. Our weakness in this branch of manufacture is strikingly illustrated by the fact that, while for the ten months exports of cotton goods were but $25,283,000, for the same period we exported $260,000,000 worth of raw cotton. When it is considered that Great Britain's mills annually export $240,000,000 worth of cotton goods, nearly all of which are made from American cotton, it is apparent that there is at least one branch of industry which is not being developed in keeping with its possibilities.

The statistics covering the imports for the first ten months of the year also point indirectly to the growth of our manufacturing industries. There was an increase of about $8,000,000 in the value of crude materials imported for domestic industries, and the imports of articles of food and animals increased nearly $40,000,000, the natural inference being that the growth of manufacturing industries was so much more rapid proportionately than that of agricultural industries that the increased imports were required by the larger army of workmen in manufacturing lines. The totals for imports of all kinds for the ten months show a smaller gain than is noticed in the exports, but had reached the total of $844,152,000, making it a certainty that the end of the year would register a grand total in excess of $1,000,000,000.

This country is still shipping as raw material a much greater portion of its surplus products than it is to our advantage to have go out in the crude state. The gain, however, is not unsatisfactory, and with a continuation of the present excellent shipping facilities, and low freights to all parts of the world, we are almost certain to continue to gain in exports.

Troubles continue to multiply for poor, old, decrepit China. With the news of growing strength of the rebels in the Kwangsi Province comes a report that the soldiers in the Chingyuen and Liuchou prefectures are on a strike for wages long overdue. Eighteen thousand of the imperial troops are threatening to join the rebels unless their demands for pay are met at once. Meanwhile the rebels are picking off government officials wherever they can find them unprotected, and the government is reciprocating by executing rebels in large numbers. The Chinese government has been going from bad to worse since the Japanese victory ten years ago, and there will be a task of no mean proportions for some of the great powers as soon as modern civilization moves a little farther back into the interior of the ancient empire.

There have been land frauds in Oregon. It is right and proper and necessary to pursue them. But could anything induce the land department to look seriously into the enormously greater frauds in Colorado, Montana, Arizona and California? It seems doubtful. Besides, there are the enormously greater frauds of lieu lands, covering millions of acres, that never are to be explored. They are covered, perhaps in all cases, by the forms of law, but for this reason all the more unconscionable. But let justice proceed. Let it convict the little offenders and let the greater criminals go free. "Sweep on, you fat and greasy citizens; 'tis just the fashion. Wherefore should you look upon that poor and broken bankrupt there?"

The weekly wheat statistics yesterday were all of a "bullish" nature. World's shipments showed a decrease of more than 3,000,000 bushels as compared with the preceding week. Quantities on passage declined over 2,000,000 bushels, and the American visible showed an increase of but 248,000 bushels. In the face of all this strength, which was not of a sentimental nature, the Chicago market lost a cent a bushel and Liverpool also closed much lower. The predictions of $1.50 wheat before the turn of the year are no longer heard, and, unless the Argentine crop, now about ready for the market, receives a serious setback within the next thirty days, there will be still further recessions in price.

The Coast Seamen's Union, which recently passed a resolution condemning the use of fishtraps, will now endeavor to induce Congress to pass a law prohibiting the towing of log rafts on the Pacific Ocean. Of course, the relief sought by the seaman from these abuses is not for selfish motives, and the fact that no sailor ever owned a fishtrap or sailed on a log raft is merely a coincidence. Still, both of the measures will meet with outside support. No gillnet fisherman will oppose the effort to abolish fishtraps, and no owner of a lumber drogher will object to having log rafts kept off the ocean.

It was the province of Senator Mitchell and of Representative Hermann to decide, each for himself, whether they would quit their work in Washington and come to Oregon, to testify in the land trials. For reasons stated by themselves they have decided not to come. Though The Oregonian thinks it would have been better for the public service and for themselves, had they dropped everything at Washington and come home to testify, yet it realizes that they are to act upon their own judgment in the matter, and leave the result to the general judgment of the people.

The reason Lawson wrote "Frenzied Finance" was his abhorrence for the methods by which the stockholders in Amalgamated Copper had been victimized. Now he has passed from words of sympathy to deeds of sacrifice—sacrifice by which he endeavors to ruin all the remaining value the stock possesses.

The fifth jury in the Ames case at Minneapolis is unable to agree, and the greatest and boldest of recent boodle Mayors will go unpunished. However, the country is able to agree as to Ames' guilt, so the Minneapolis exposures and prosecutions have not been altogether fruitless.

Russia in its students has a very large and busy body of copperheads. If they would go to Port Arthur and fight for Russia first, and for themselves afterwards, they might be entitled to more of the world's sympathy.

The discovery that 214 ballots in Denver were written by fourteen persons and 176 ballots by one person would seem to dispose of the ancient notion that no Democrat can write. He long ago learned the value of education.

A fool art critic of Berlin has begun an agitation to prevent the sale and removal of art treasures to the United States. Why shouldn't they come to the United States?

NOTE AND COMMENT.

Darn your stockings!

Copper copper.—T. Lawson.

The Christmas feeling—empty pockets.

Governor Vardaman is the boll weevil of politics.

Even Siamese twins don't hang together like Tom and Jerry.

Speaking of the spirit of Christmas, what price hot Scotch?

We trust the stork noted the reference to it in the President's message.

About this time of year "opera" stockings become more popular than ever.

Pat Crowe has forfeited all claims to kindness by bobbing into the papers again.

This is the time of year that the glass with the spoon in it has the best of the glass with the straw in it.

"Fancy Waists Are in Favor," says the Brooklyn Eagle. Sure, any old waist is in favor, if you can get your arm around it.

Carnegie will receive $1.50 a day while testifying before the grand jury. Fate seems determined to make him die disgraced.

Student demonstrations in Russia are largely shared in by women. Of course; and we'd like to see the Cossacks that would dare to charge a hatpin brigade.

The father of Jim Jeffries is about to go on a preaching tour. If his spiritual punch rivals the physical punch of his son, we expect Old Nick to last about one round.

A man in Kansas City was injured by the burning of his celluloid collar. Without being vindictive, it may be said that Fate now and then makes the penalty fit the crime.

In Tonopah a man bored a hole in the floor of a gambling joint and got away with the bank roll of the roulette wheel. That gives the owner some idea of what it feels like to see it "come green."

The Burnside Commercial makes the following slam at conditions in another Kentucky town:

> "Jackson now announces that it has neither police force nor saloons. The little still up in the mountains and the feuds supply both booze and bullets."

The cult of the limerick flourishes in Kansas, as this specimen from the Eldorado Republican testifies:

> There was a young girl from Salina
> Who looked like a perfect Albino,
> When asked why her hair
> Was so fearfully fair,
> Her hasty reply was, "Damfino."

A dispatch from St. Petersburg says that the 11-story building just opened by an American manufacturing company is the "handsomest structure in Russia." Presumably the correspondent who sent this dispatch is tired of domes and minarets and the sight of a staring steel and concrete block relieves his homesickness.

Driving the "last spike" is a favorite pastime with presidents and kings, when they are not "turning the first sod" or "laying the first brick." In view of the veneration in which first and last spikes are held, the following paragraph is not devoid of amusing qualities:

> The final spike in the railroad from Canton to Samshui was driven the other day. But before it had been down 24 hours it was stolen by the Chinese.—New York Evening Sun.

The London News thinks that collars and tall hats will soon have to be creased, since coats and overcoats have followed the fad set by trousers. Why not? Man's attire is already idiotic enough to give grounds for supposing that before long he will be going around in a four-cornered garment of tin or some similar comfortable substance. The armor-clad knights were never foolish enough to wear their steel trousers and jackets with four creases in them.

A New York girl of 15 hit upon a clever way of making money. She used to go about the streets in a shaky-looking skirt and when she met a woman with a purse in her hand, would ask for a pin to keep the skirt from coming down. The woman would usually offer to help the girl. Frequently the girl would hold the purse while her sympathetic helper would pin up the skirt. It was easy to take out the money before returning the purse and then the girl would disappear. The plan did not bring in such big returns as Mrs. Chadwick's, but the inventive girl managed to live comfortably on her earnings until the police heartlessly interfered.

There is a queenly young saleswoman in one of our stores who seems to have a very accurate idea of the real significance of Christmas gifts, says the Washington Post. I saw her the other day standing behind a counter on which lay a number of curious objects made of paper.

"Will you please to tell me what these are?" I asked, respectfully.

"Christmas presents," said she, idly fingering with a bejeweled hand the priceless pearls about her throat.

"Yes," I said, "but what are they used for?"

She looked at me languidly, and instantly I wished I dared to tell her that I really did have a beaver hat and a new fur collar at home. The finality which attaches to a Supreme Court decision was in her voice.

"They are used for Christmas presents," she said.

WEX. J.

Scandals That Make Portland Famous

Vancouver Columbian.

Portland is having a good deal of free advertising just at present. The trial and conviction of its leading gamblers and closing up of the Chinese fantan games follows closely upon the great land fraud swindles and the conviction of the principals. Then, to make things still more interesting, the City Council and the government of the municipality has gotten into a terrible fuss over the building of the new Tanner-Creek sewer. Portland is evidently up against some hard propositions, but the sensible element will root out the rottenness and put the city on the plane of respectability it should have. The grafters and lawbreakers must go, in that city as well as everywhere.

"Voice of the Land."

Boston Transcript.

That kindly little word, "Zemstvo," which appears so frequently in news from Russia these days, is derived from the noun, "zemlia," meaning laud, and the verb, "vopeet," to clamor. Thus it signifies "the voice of the land," and is a council of landed proprietors appointed to deliberate and report to the central executive the wants of the rural population. It is something like an English county council without the latter's authority, yet that authority is what it now pleads for. The Zemstvo was founded in 1864, and Alexander II intended it as one of the most important of his reforms.

GREAT SAILORS OF MODERN TIMES

PIERRE ANDREE DE SUFFREN SAINT-TROPES

(By Arrangement With the Chicago Tribune.)

One of the most dangerous enemies the English fleets have ever met, and without exception the most illustrious officer that has ever held command in the French navy.—Laughton on Suffren, in "Studies in Naval History."

If the winning of brilliant and decisive victories be the sole test of a sea fighter's greatness Suffren does not deserve to rank with such renowned commanders as De Ruyter and John Paul Jones, Lord Nelson and David Glasgow Farragut. If audacity and celerity of action, distinguished tactical ability, dauntless courage in facing either danger or responsibility, heroic constancy and resourcefulness to keep the sea and steadily gain upon the enemy in spite of difficulties that would overwhelm any but the stoutest heart constitute greatness, then Suffren was one of the greatest warriors that ever trod a deck. Suffren's reputation rests mainly upon his Indian Ocean campaign. If he had been properly supported by the French government and his subordinates he might have wrested from England her Indian empire. The French government and his own captains almost utterly failing to support him, he made astonishing progress toward that end single-handed.

Suffren sprang from a noble family of Provence. At 17 years old he was sent to Toulon for his naval schooling. It was a time of almost incessant wars in Europe, and naval officers got their training, not in the peace and quiet of an academy, but upon the rolling and often bloody deck of a man-of-war. The year after Suffren arrived at Toulon he received his baptism of fire on board the ship Mars, which fought a bloody and successful duel with the British ship Northumberland off the Scilly Isles. During the next 44 years he was to fight upon almost every sea and in almost every clime. In 1747 he was captured by the British in a fight off Lake, Cape Finisterre. Soon after he was exchanged he went to Malta, where he was received as a knight of St. John, and during six years took part in the knights' obligatory cruises against their hereditary enemies, the Turks and the Algerine pirates. In 1759 he was captured again by the British in an engagement off Gibraltar.

In 1778 France recognized the independence of the American colonies and war at once commenced between England and France, and Suffren, as captain of the Fantasque, sailed with Vice-Admiral d'Estaing's fleet for America, and entered upon the brilliant part of his career. Foiled in repeated attempts to fight the enemy on the coast of North America, the French Admiral on July 2, 1779, assaulted and took Grenada, a British stronghold in the Windward Islands. The next day the British fleet under Admiral Byron was seen bearing down under full press of sail. Suffren, whose ship was at the rear of the French line, boldly and skilfully passed to the head of the line, where for more than an hour he received the brunt of the broadsides from 22 British men-of-war. The British having passed him, he returned swiftly to his place at the foot of the line and again received the full fire of the enemy. His ship was fearfully damaged, but mainly as a result of his brilliant maneuvering and the execution done by his guns the British were compelled to retire.

After 35 years of subordinate service Suffren was now to have an independent command. The French learned that the British government had intrusted to Commodore Johnston the commission of capturing the Dutch settlement at the Cape of Good Hope. Suffren, having returned to France, was dispatched with five ships of the line and several transports with orders to outstrip the British, warn the Dutch of their danger, and help them beat off the threatened attack. Johnston had several days' start of the French commander, but with such celerity did Suffren proceed that, to the surprise of both sides, on April 16, 1781, he overtook the English at Port Praya in the Cape Verde Islands. Two of Suffren's ships were far in the rear of the other members of his fleet. Nevertheless, with customary audacity, the French commander ran up the signal to engage and bore down full tilt upon the enemy with his flagship, the Heros. Only one other of his vessels, the Annibal, succeeded in taking a position in the midst of the enemy's line. The Heros and Annibal made a gallant fight, but the British were too many for them, and they had at last to put to sea to avoid capture. The British judiciously decided not to try to follow up their advantage.

His mission at the cape accomplished, the French commander spread sail for the Isle de France. French naval interests in the Indian Ocean had heretofore during this war been intrusted to pusillanimous and incompetent men, and Pondicherry, the last French possession on the Indian coast, had fallen into the hands of the British. A change began to come over the face of things as soon as the courageous and resourceful Suffren appeared. He set about refitting his damaged squadron with a swiftness and vigor hitherto unknown to French administration in India. In two months he was ready to put to sea. On February 15, 1782, a British fleet of nine ships under Sir Edward Hughes was sighted at Madras. There at once began between Hughes and Suffren a 16 months' struggle, during which four pitched battles were fought, and which, while giving Hughes a high reputation, won for Suffren a place in the front rank of great sea captains. When the mists of the morning cleared Suffren was chagrined to find that the English ships had got between him and the coast and were making off with his convoy. The French commander immediately prepared for attack. His dispositions were exceedingly skillful, and he inflicted heavy loss upon the enemy, but the insubordination of five of his senior officers prevented him from winning a decisive victory. Proceeding to Porto Novo, Suffren, by a fine stroke of diplomacy, formed an alliance with Hyder Ali, nabob of Mysore, who was at war with the English. Then, having speedily victualed and repaired his crippled ships, he set out once more in search of the British. On April 12 he came upon them near Trincomalee. The French fleet was the weaker, and Suffren's senior officers were again insubordinate, but once more he got the better of the fighting. The rest of the campaign was like its beginning. Badly supported from home, while Hughes was well supported, his officers insubordinate, his supplies of provisions short, his ships crippled, and soon in every respect inferior to those of the enemy, the indomitable Suffren succeeded by capturing prizes, by enforcing rigorous discipline, by working himself and his men almost night and day, not only in keeping the sea, but in making a brilliant and successful descent upon Trincomalee, in fighting two more battles upon the sea with Hughes, both of which were French successes, and finally in completely outmaneuvering his antagonists and relieving Cuddalore, which was being besieged by the English on both land and sea. Suffren, despite all the disadvantages under which he had labored, was now in a position to proceed more vigorously and more effectively than ever against the British. In September, 1783, however, news arrived that peace had been signed between England and France.

Suffren on his return to France was treated with the most distinguished honor. He had been made a Lieutenant-General after the capture of Trincomalee. The King now created solely for him a Fourth Vice-Admiralty, which was abolished on his death. In 1788, on the appearance of trouble with England, Suffren was given command of a great fleet which was arming at Brest. On December 8 he was dead. Apoplexy, it was said, was the cause of his sudden demise, and, as he had always been enormously fat, this seemed credible. Many years later, however, a story, apparently well founed, came out that he had been killed in a duel which was a direct result of official action taken by him in India. Since his day France has had no naval commanders of marked ability.

S. O. D.

A SUBURB'S GREAT LUCK.

The St. Johns Review sounds a note of warning to the people of that suburb that Portland wishes to annex St. Johns. And it proceeds to say:

> That some talk of this kind indulged in by our neighbor on the south is not at all surprising, in face of all the facts. With a depleted treasury, brought about by a wasteful extravagance, and the pursuit of a policy that means nothing short of municipal bankruptcy, unless checked, it is quite natural that they should cast about for some new source of revenue. What is wanted is more prolific "producers." St. Johns will have an assessed value at the next assessment of something near a half million dollars, and with a city tax levy of 8 mills would bring in a snug sum, and very materially add to the cash assets of our neighbor. The city tax in St. Johns has never exceeded 3 mills, and by provision of the proposed charter, the levy can never exceed 7 mills. The bonding limit of Portland is 10 per cent of valuation, while the bonding limit of St. Johns under the proposed new charter is limited to 5 per cent of valuation. The reason for a desire on the part of Portland to annex this growing district is very apparent, and the reason for the residents of St. Johns to oppose such a move is equally apparent, and we don't believe will be given serious consideration for one moment. St. Johns has nothing whatever to gain and everything to lose by such an alliance. The attention, such as public improvements, fire protection, given the outlying districts of Portland, is not such as they are entitled to, and in no sense commensurate with the taxes paid by such districts. They are simply neglected, and the appropriations to which they are rightly entitled diverted to other channels. No, St. Johns tried the annexation proposition once, and to its sorrow, and will not soon repeat the error.
>
> Let us say to our suburban neighbors that they need have no fears on this score. Portland has area enough at this time, and for a long time. Its suburbs have proved very costly to the city. They have doubled its debt and increased its taxation. Portland had St. Johns once, and doesn't want it again. Certainly not now. After Portland had built St. Johns a schoolhouse costing $10,000 and made others heavy expenditures on the peninsula, as much with a view to St. Johns as to other parts of that section, St. Johns withdrew, seceded from the city, but never paid back a cent of the many thousands expended by the city for her. Portland didn't complain about it, for she was willing to let the suburb go, and so escape further drafts and drains from that quarter. St. Johns is now prosperous and is getting ahead all right, and Portland is more than willing to let her paddle her own canoe for an indefinite period. The "haughty" suburb certainly will wish to come in again after a while. Then we'll see.

What's the Worry?

Kansas City Star.

Dr. Shurmann, president of Cornell University, addressed a New York audience a few nights ago on fancied dangers of militarism in this country, and among other things he said:

> Take away the ideal government of the people, by the people and for the people, and leave nothing behind but tolerable prosperity, heavy taxation, a big standing army and a despot over all as absolute as any Oriental despot, and, as in the case of the Roman empire, a nation will fall into decay and gradually disappear.

Why, certainly. That's as plain as the nose on Cyrano's face. But as long as none of these things are being done or are likely to be done, why should Dr. Shurmann—or any other professional alarmist—allow himself to get "fussed up" about it?

CIGAR STORE TRAGEDY.

Pittsburg Dispatch.

"A woman is only a woman, but a good cigar is a smoke."—Kipling.

Scene—Any cigar store or cigar department.

Time—Present.

(Enter demure damsel and damsel's friend.)

Demure Damsel (to clerk)—Er—ah—I wish to look at some cigars—for a gentleman.

Clerk—Yes, ma'am. Something pretty nice?

Demure Damsel—Sir!

Clerk—That is—the cigars, of course, I mean.

Demure Damsel—Oh—yes. (Demure Damsel and friend laugh.)

Friend (in stage whisper)—Well, he is, isn't he?

Demure Damsel—Well, now—

Clerk—Here's a box of our best Havanas—exceedingly fine. A smoke such as any gentleman will enjoy and, while smoking, thankfully remember the donor. A gem for the price.

Friend—Oh, I don't like that kind of a box. Do you, Maud?

Demure Damsel—How much are they?

Clerk—Seven fifty for the box of 50.

(Loud silence for a full minute.)

Demure Damsel—No, dear, I don't like that kind of a box, either. Let me see something—er—something else.

(Clerk brings out all kinds and grades of cigars. None pleases. Friend suddenly espies a bargain sale on the counter.)

Friend—Oh, Maud! Do look at these! "Lo Flor de Cabbageos. Strictly domestic wrapper." What lovely pictures on the cover of the box! And, Maud, look! Only 98 cents for 50.

Maud—I'll take a box of those, please. (Takes purchase and both leave store, talking of the joy in store for a certain wonderful "George.")

Clerk (looking after them, with feeling)—Poor George!

Russia's Bulk Its Weakness.

From Letter in New York Sun.

Granted the enormous area dominated by the Romanoff dynasty, and an aggregate population of 129,000,000, an honest dissection will show that its huge bulk is Russia's greatest weakness.

Out of the total general population, the following races, conquered and held in subjection, are naturally looking for an opportunity to release themselves from the yoke:

Mohammedans	35,000,000
Siberians	15,000,000
Poles	12,000,000
Jews	7,000,000
Courlanders	8,000,000
Armenians	5,000,000
Tartars	6,000,000
Caucasians	4,000,000
Slavonians	4,000,000
Finns	3,000,000
Sartens and Bickis	3,000,000
Sabatulkis	2,000,000
Bokharians	1,500,000
Bulgarians	1,500,000
Germans	1,000,000
Gruzens	1,000,000
Total	209,000,000

This leaves only 20,000,000 genuine Russians in whom unlimited confidence might be placed, were not the majority of the true Russians as dissatisfied as the foreign races held in subjection. This dissatisfaction is evidenced by the assassination of prominent officials.

Its Up to the People.

Mitchell Sentinel.

More shooting on the street Sunday night in front of the postoffice. How long will such conduct be allowed to continue? Such could be and should be stopped; but when will it be? When the people take the matter in hand. Not before.