

# Current Literature

## DEATH KNELL OF SLAVERY.

Epoch Making Episode of Lincoln's Administration.

Biography of Charles Francis Adams, ex-United States Minister to Great Britain.

In the meantime one of the great events of the century had taken place in America. On September 22, while the British Prime Minister and Foreign Secretary were corresponding with a view to the immediate recognition of the "Slaveholders' Confederacy," the Emancipation Proclamation of President Lincoln had been made public. Slavery as an issue in the struggle then going on could no longer be denied or ignored. It was there to stay. It was there to stay. The knot was cut; the shackles were knocked off.

The ultimate influence of this epochal move in Europe, especially in Great Britain, was immense; but, at the moment, it seemed to excite only astonishment, mingled with scorn and horror. It was not even taken seriously. Indeed, a reprint of the editorial of the leading English papers of that date would read like a literary curiosity, as well as a most successful advertisement for the race of editorial writers. An instructive memorial of human fallibility, it might preserve from many future pitfalls. Not a single one of the London journals of 1862 took to the emancipation with the occasion. An event occurred second in importance to few in the development of mankind; the knell of human bondage was sounded, and one more relic of barbarism was cast away. Yet, having seen it, they saw not, having ears they did not hear. Fuddled and deaf, they only canted and caviled. The tone varied from that of weak apology to the friendly News, to that of bitter denunciation in the hostile Post. The Times characterized the proclamation as "a very bad document," which the South would "answer with a hiss of scorn." It was destructive merely, as "proof of the hopelessness and recklessness" of those responsible for it; while, as an act of policy, it "is, if possible, more contemptible than the strategy of the French Emperor." The Morning Herald pronounced it "an act of high-handed usurpation," with "no legal force whatever." Had "Mr. Davis himself directed the course of his rival, we do not think he could have done more to divide the North and to unite the border states firmly with the South." The Post remarked: "It is scarcely possible to treat seriously of this singular manifesto. If not genuine, the composition would be entitled to no little praise as a piece of matchless irony." The Standard pronounced the whole thing a sham, intended "to deceive England and Europe, the wretched makeshift of a pettifogging lawyer." The Daily Telegraph accused President Lincoln and his advisers of having "fallen back upon the most extravagant yet most commonplace dodge of the faction that placed them in power." Meanwhile, the more kindly disposed News pronounced the step taken "feeble and halting," and gave as its critique that the proclamation had not "the importance which some persons in England are disposed to attach to it." These extracts are all from the issues of the leading London journals of a single day (October 7, 1862), but they sufficiently illustrate the tone of thought and the state of feeling in which Mr. Adams was then compelled to draw the breath of life, and bitterly, aggressively vindictively hostile.

## The Peril of New Orleans.

New Lippincott.

The British warships first attempted to pass the bars at the mouth of the river, and then, when they were met by the swift Mississippi came to meet them, and it was as if this monster, immeasurable in power knew that he must defend himself. The well-handled warships could not dodge this simple strength; even the wind refused its help. The river won the first action.

But if the British could not ascend the stream, they could destroy the small American gunboats in the levee below the city, and this they did on December 14 with a rather painful thoroughness. The British were then free to land their troops on the shore of the lake, and to attempt to approach the city through miles of dismal and sweating swamps. The decisive word seems to have rested with Major-General Keane. Sir George Pakenham, the Commander-in-Chief, had not yet arrived. One of Wellington's proud veterans was not likely to endure any non-sensical delay over such a business as this campaign against a simple people who had not had the art of war hammered into their heads by a Napoleon. Moreover, the army was impatient. Some of the troops had been with Lord Ross in the taking of Washington, and they predicted something easier than that very easy campaign. Everybody was completely cocksure.

On the afternoon of December 22, Major-General Gabrielle Villiers, one of the steady Creole soldiers, came to see Jackson at headquarters and announced that about two thousand British had landed on the Villiers plantation, nine miles below the city. Jackson was still feeble, but the news warmed the old passion in him. He pounded the table with his fist. "By the eternal," he cried, "they shall not sleep on our soil!" All eyes were turned to him. He wrote the order in this phrase: "By the eternal"—and any reference to him would hardly be intelligible unless one quoted the familiar and unique expression which he had used on the matter; historically, one oath is as good as another.

## Ocean Tramps.

Samuel A. Wood in *Ainslie's Magazine*.

"For the benefit of the reader unfamiliar with the lingo of shipping men, it may be well to define what constitutes a tramp steamer. Briefly, it may be said that a tramp is a merchant steam vessel that runs on no regular route, and is ready for the service of anybody who wants to take a cargo to any port, remote or near, in the world. The owner of a tramp finds it more profitable sometimes to charter her for a year to a line of ships than to run the chance of getting a series of paying cargoes within that period. Some of the old, slow, single-screw liners have degenerated into tramps, and even a few of the trans-Atlantic record-holders of 30 years ago or less have gone cargo-seeking in many ports. That might have been the fate of the old *Gulon* steamship, which antedated the world in 1853 by covering the sea space between Queenstown and New York in six days and 21 hours; if she had not been a greedy coal consumer, and therefore too expensive for tramp service. Above all things, the tramp must be economical in the use of coal. As the Alaska was not fit to be a tramp, and was too old, and comparatively too slow for a first-class liner, all that her owners could do was to sell her for old junk, which they did last June. Previous to that she had been used for some time as a tuncment in an English harbor.

"The tramp tonnage runs into the millions, and over half of it is under the omnipresent red merchant ensign of Great Britain. More than three-quarters of the tramps are of British build. They fly the flag of all nations, but the flag does not always indicate the nationality of the owners of the ships. Many tramps over whose hulls the Norwegian flag floats are owned by Americans, and some of the old sea monsters of British registry are the property of speculative Yankees. Next

in order of number to the British tramps are the Germans, with the Norwegians a close third. There are, comparatively, a small number of French, Russian, Italian, Austrian, Swedish, Spanish, Chinese and Japanese tramps, and a few from other nations. The flag of the last three nationalities are of British construction. There are very few American tramps. The pioneer Yankee craft of this sort was launched only a year ago. She is the *Winifred*, and is now doing service as a coaster for the Morgan line, plying between New York and New Orleans. She is the first steamship designed in America especially for carrying cargo anywhere. There are other but not many tramps, flying the Stars and Stripes. They are merely naturalized Americans. Politically he is practically disfranchised, must always be for the Government and remain discreetly silent in a land given over to "oratory" and in a time of extreme individualism of opinion.

## The Transplantation of a Race.

Appleton's Popular Science Monthly.

The negroes who came to North America had to undergo a complete transition as never felt to the lot of man without the least chance to undergo an acclimation. They were brought from the hottest part of the earth to the region where the winter's cold is of almost arctic severity—from an exceedingly humid to a very dry air. They came to service under alien taskmasters, strange to them in speech and in purpose. They had to be taken themselves to unaccustomed food and to clothing such as they had never worn before. Rarely could a familiar face be seen, and a familiar face of friend, parent or child, or an object that recalled his past life to him. It was an appalling change. Only those who knew how the negro clings to all the dear, familiar things of life, how fond he is of warmth and friendliness, can conceive the physical and mental shock that this introduction to new conditions meant to him. To people of our own race it would have meant death. But these wonderful folk appear to have withstood the trials of their deportation in a marvelous way. They showed no peculiar liability to disease. Their longevity or period of usefulness was not diminished, or their fecundity obviously impaired. So far as I have been able to learn, nostalgia was not a source of mortality, as it would have been with any Aryan population. The price they brought in the market and the satisfaction of their purchasers with their qualities show that they were from the first almost ideal laborers. If we compare the Algonquin Indian, in appearance a sturdy fellow, with these negroes, we see of what stuff the blacks are made. A touch of housework and of honest toil told the breath of the aborigines away, but these tropical exotics tell to their tasks and trials far better than the men of our own kind could have done.

## English Ship-Building and Trade Unionism.

Engineering Magazine.

Undoubtedly the most striking feature of 1899, in an industrial sense, has been the great rise in prices. The enormous difference has had the natural effect of checking the demand for new ships, especially as the cost of working a steamer has been greatly increased by the large advances in bunker coal and stores. Then the costs of the British builder are now much greater than they need be, by reason of the restrictive action of the trade unions—especially the two leading unions in the industry—the Boilermakers' and Iron Shipbuilders' Society and the Amalgamated Society of Engineers. It is true that amiable working arrangements exist between the employers and both these unions, and that since the great strike of 1873-74, work has gone on with unwonted smoothness. But the union regulations will not allow a maximum output to be obtained out of machine tools. In the case of the iron shipbuilders, the restrictions, irregular working, excessive wages and unreasonable demands of the men are a constant cause of complaint and loss to the shipbuilders; but, as it is said that the union officials are sincerely desirous of reaching the best possible working conditions, it may be hoped that a change for the better may be effected without such a struggle as occurred with the engineers. What is certain is that the restrictive action of the union in the labor conditions of her shipyards, Great Britain will not be able to retain her position as the premier ship-builder of the world.

## Our Vast Productive Power.

Carroll D. Wright in *Guntton's Magazine*.

Mr. Mulhall has undertaken to calculate the energy or working power of the people of this country since 1840. He reduces these things to foot-tons, a foot-ton being a power sufficient to raise one ton one foot in a day, and in this calculation he finds that in 1840 the energy of the people of the United States was represented by 7,344,000 foot-tons daily, or 1029 foot-tons per inhabitant; in 1890, 29,000,000 foot-tons, or 1240 foot-tons per inhabitant, and in 1899, 50,000,000 foot-tons, or 1850 foot-tons per inhabitant. This shows that the collective power of our population has more than tripled since 1840, steam power having multiplied five fold in the 35 years of our calculation; the strength being shown approximately in horse-power of steam, in 1840, including fixed engines, locomotives and engines on steamships, was 164,000, or 240 horse-power per 1000 of the population. Two hundred and forty horse-power represents the energy of 1432 men supplemental to each 1000. According to Mr. Mulhall, this energy is more than double the European average, so that it may be said that 70,000,000 of Americans represent as much working power as 150,000,000 of Europeans.

## The Income of a Naval Officer.

Woman's Home Companion.

On about the salary of a young clerk an ensign of our Navy must dress well, his wife and children must; they must live in a presentable part of any city; the children must be educated, and well, somehow. The very nominalism of their lives is a great source of expense, and there is no escape from unpaid bills, no living on from year to year in debt, as do a recognizable number of people in civil life; for a tradesman has but to send his unacknowledged bill to the Navy Department and the delinquent will be curtly reminded

of it through official channels; resulting in a court-martial if his shortcoming is so often repeated as to be "unbecoming to an officer and a gentleman." But even all this sort of counting of dollars and cents seldom succeeds in subduing, certainly not in breaking, the spirit of people naval. "Everybody knows what everybody has," and this fact at once lifts off a social burden which is responsible for half the misery of poverty of the "gentle" degree. Then, to, to have even a little, if that little comes regularly and with absolute certainty, is a rest in a country where leisure is still looked at askance. In return, however, an officer gives up his whole life, very often smothering his talents and ambitions, and is "on guard" every hour of his existence. Politically he is practically disfranchised, must always be for the Government and remain discreetly silent in a land given over to "oratory" and in a time of extreme individualism of opinion.

## John Bunyan and Henry Romeike.

Critic.

The office of R. H. Russell was thrown into excitement the other day by the receipt of a letter addressed to John Bun-

## THE SOUTHERN QUESTION.

Views of Edward P. Clark, an International Monthly.

"At bottom this has always been a question of the relations between two races of different colors, which occupy a large portion of the country. During the past thirty years, it has become a question of the relations between whites and blacks, when both nominally enjoy equal rights in the government, and when one state has a majority of whites, while three-fifths of its neighbor's population may be black; when, too, such a black majority of men entitled to vote had either recently been slaves of the white minority, or were the sons of those who had been in servitude.

"No such problem has ever before been presented in the history of the world. There has never been an instance where the two races have thus lived under a democratic form of government, in which every man was given the suffrage." The account of the origin and workings of the "Mississippi plan" is described from

population had been homogeneous; its standards were essentially the same. Suddenly there was plunged into all of the large cities a great mass of people, of a different race, a different religion, and a different education. The existing institutions had not been framed for such an emergency. Many thoughtful persons doubted whether our system of government could be maintained in a city where the class of voters should become a large, and perhaps a controlling element. The more reckless were ready for violence against the "Paddies." Numerous schemes were proposed to meet the evil—from burning convents to amending the Constitution so as to restrict, and even almost prohibit, the exercise of the suffrage by men who had been born abroad.

"The problem presented half a century ago has not yet been solved. Boston still suffers from the load of ignorance, poverty and crime which a foreign immigration, coming now from all countries of Europe as well as from Ireland, has dumped upon it. New York, Chicago, and many other large cities suffer in the same way. All sorts of experiments have been tried. One thing, and one only, has been determined. This is, that outsiders could

withstand, St. Peter followed the higher life. They have been and are the people who have not legislated upon this subject. The most recent and important utterance was made by Pius IX at the time of the Vatican council, and it is still in unmistakable terms that the celibate rule had always been commanded by the Holy Roman Catholic Church from the beginning. The early church fathers record many instances of supreme law on the subject, and testify that it was universally commanded and taught, if not always universally obeyed.

"Since the rumor concerning the permission extended to the South American priests to break the law of celibacy, it has frequently been said that the Pope had no power to rescind this established order—that it would require a council of the church. This is another error growing out of a misconception of the discipline which prevails. Leo XIII has the same power to withdraw this order that Gregory VII had to issue it. Nothing, however, is more unlikely. The South American priests do not desire and have never petitioned for such a dispensation. Through the priests which direct them they sent their wishes to Rome last spring. A council was held in the Vatican and there it was decided to take measures to reinforce all the disciplinary regulations which have made the Roman Catholic priesthood such a power for good. It is safe to predict that should Leo XIII issue such a radical order, not one in 1000 of the Catholic priesthood would take advantage of this permission.

## Slow Growth of Scientific Ideas.

Appleton's Popular Science Monthly.

The history of the progress of the human mind shows, further, that the pure and simple acceptance of a scientific discovery is not enough to make it produce all the consequences we have a right to expect from it. It must, further, impregnate the mind with itself, pass, we may say, into the condition of an intuitive idea. Chemistry, in this very matter of the discovery of the weight of the air and of the gases, presents a striking example of the accuracy of our prediction. The ponderability of the air has been accepted by physicists for a long time, while chemists continued to take no account of it, although, as Mendeleef has remarked, no idea could be conceived under such conditions, concerning most chemical phenomena. It is to the glory of Lavoisier that he first took account of this ponderability and that of all the gases as well. When we reflect that it was not till about 1775, or 150 years after Galileo, that this illustrious Frenchman began to set forth these ideas, it is not any wonder that the discovery of aerostatics was not made till toward the end of the last century. Lavoisier was therefore much in the wrong when he said "it was so simple! Why was it not done before?"

It would not be just, however, to refer to the discovery of aerostatics solely to the efforts of the Montgolfiers. Like all inventors, like Lavoisier himself, these brothers, as Figuer has remarked, had the benefit of a long series of lessons in the carrying on of their work without special purpose, by which the elements of their invention had been gathered up.

## The Great Enigma.

Cardinal Newman.

I look out of myself into the world of men, and there I see a night which fills me with unexpressed distress. The world seems simply to give the lie to that great truth of which my whole being is so full, and the effect upon me is, in consequence, as a matter of necessity, as confusing as it is denied that I am in existence myself. To consider the world in its long and breadth, its various history, the many races of men, their starts, their fortunes, their mental alienations, their conflicts; and then their ways, habits, governments, forms of worship, their enterprises, their aimless courses, their random achievements and acquisitions, the impotent conclusion of long-standing facts, the tokens so faint and broken a supposition in the design, the blind evolution of what turn out to be great powers or truths, the progress of things, as if from unreasoning elements, not toward final causes, the greatness and littleness of man, his far-reaching aims, his short duration, the curtain hung over the future, the disappointments of life, the defeat of good, the success of evil, physical pain, mental anguish, the dreariness and intensity of sin, the pervading idolatries, the corruptions, the dreary, hopeless irreligion, that condition of the whole race so fearfully and exactly described in the Apostolic words, "having no hope, and without God in the world"—all this is a vision to dizzy and appal, and inflicts upon the mind the sense of a profound mystery, which is absolutely beyond human solution.

## Stevenson's Description of His Wife.

Critic.

A half-caste sailor once said: "Mr. Stevenson is good to me like my father, and with the same kind of man, I mean, Tembrake said to me, Stevenson: 'She good; look pretty; plenty chench' (sense), perhaps they both meant what the poet Edmund Spenser so well expressed when he wrote of her as being 'so dark and rich-heated, like some wonderful wine-red jewel.' But the best tribute in his praise came from the pen of his husband:

With eyes of gold and brimble dew,  
Steel true and blade straight,  
The great Artificer  
Made my mate.

Honor, anger, valor, fire;  
Love that life could never tire,  
Death quiet, or evil fear,  
The mighty Master  
Gave to her.

Teacher, tender comrade, wife,  
A fellow-farer true through life,  
Heart-whole and soul-true,  
The august Father  
Gave to me.

## The Debt of Praise.

Sir Thomas Browne.

Since virtuous actions have their own trumpet, and without any noise from thyself will have their reward abroad, busy not thy best member in the encomium of thyself. Praise is a debt we owe unto the virtue of which we do unto our own from all, whom malice hath not made mutes or envy struck dumb. Fail not, however, into the common prevalent error of self commendation, and boasting, by denoting the imperfections of others. He who commendeth others, commendeth himself. . . . Superfluously we seek a precarious applause abroad, and every good man hath his plaudits within himself, and though his tongue be silent, is not without loud cymbals in his breast. Conscience will become his panegyrist, and never forget to crown and extol him unto himself.

## An Empty Nest.

Margaret B. Sanister in *Leslie's Monthly*.

Never a sign in this empty nest,  
Of the love that mated, the love that sung.  
The birds are flown to the East and West,  
And the hush of their homestead has no tongue.  
To tell of the sweet, still summer even,  
Of the sweeter, merrier summer days,  
Only a nest in the falling leaves,  
And silence here in the wood's dark maze.  
But I hold in my hand the dainty thing,  
Woven of feather and muf and need.  
And the abbeir of calico and helms need,  
Of a passionate and warm glow;  
It dully whispers that love is best;  
That never a sign has had a dawn—  
And I drop a kiss in the empty nest.

## CHARLES A. DANA, HEAD WAITER.

Mrs. Sedgwick's Memories of Her Pleasant Time at Brook Farm.

Mrs. Sedgwick in *March Atlantic*.

As I remember our meals at Brook Farm, they were most delightful. Time for talk, for work, and the interchange of pleasant merriment. When our one table had grown into three, Charles A. Dana, who must have been a very orderly young man, organized a corps of waiters from among our nearest young people, whose meals were kept hot for them, and they in their turn were waited on by those whom they had served. I recollect seeing Mr. Dana reading a small Greek book between the courses, and was filled with wonder. I can remember the table talk as most delightful and profitable to me. Looking back over a long and varied life, I think that I have rarely, if ever, since sat down with so many men and women of culture, so thoroughly unselfish, polite and kind to one another, as I found at those plain and attractive tables. All seemed at rest and at their ease. There was no rest, tired with the shock of the new life, no efforts to make or increase a big fortune, coming home harassed or depressed, too cross or disappointed to talk. There was no woman trying to win others in French gowns, lace and diamonds. It was a fact that all felt that they were honored for themselves alone brought out more individuality in each, so that I have often seen there a flash of genius, a set of people where each individual seemed to possess some peculiar charm. I do not recollect Hawthorne's talking much at the table. Indeed, he was a very taciturn man. Not a word, I think, did he say sitting immovable on the sofa in the hall, as I was learning some verses to recite at the evening class for recitation forms. I remember Charles A. Dana, I think took my book, pushed it into his hands and said: "Will you hear my poetry, Mr. Hawthorne." He gave me a sidelong glance from his very shy eyes, took the book and turned quickly away. After that he was on the sofa every week to hear me recite.

He was one evening alone in the hall, sitting on a chair at the further end, when my room-mate, Ellen, came in. She was going upstairs. She whispered to me, "Let's throw the sofa pillows at Mr. Hawthorne." Reaching over the banister we each took a sofa pillow and threw it. Quick as a flash he turned and caught the one which was flying toward him, and said: "Will you hear my poetry, Mr. Hawthorne." He gave me a sidelong glance from his very shy eyes, took the book and turned quickly away. After that he was on the sofa every week to hear me recite.

We laughed merrily and went off to bed, vanquished, without a word. I suppose Mr. Hawthorne's face must have been a wonderful smile, which always seemed suddenly kindled behind his eyes, twinkled there for a second and then ran swiftly over his forehead and into his hair. George P. Bradford, who was a friend of Mr. Dana's, and who was a friend of Mr. Dana's, had the care and milking of the cows on the farm, but not to the exclusion of other less Arcadian labors, as is evident from the American note-books. Mr. Dana's thorne seemed to have had a rather tender feeling for his bovine charges, expressing forcibly in "Blithedale Romance" his indignation at their "cold reception" of him in his return from an absence of several weeks. I remember distinctly the names of two cows, Daisy and Dolly, from the fact that Messrs. Hawthorne and Bradford were particularly always in the barn at night, because they fancied they detected signs of special attachment between them in the pasture. I recollect also Mr. Bradford's often begging me to stop at the gate and look in at the line of cows came at evening and watch the varying and interesting expressions of their faces.

The pigs, too, came in for a share of Mr. Hawthorne's attention. In the following Winter, the Brook farmers, as a delicate attention, sent a sparerib to Mrs. George S. —, with whom he was then staying in Boston, thinking to please him, and raise a good word for him. He claimed that he would be soon think of a sculptor's eating a piece of one of his own statues!

## Will Japan Fight Russia?

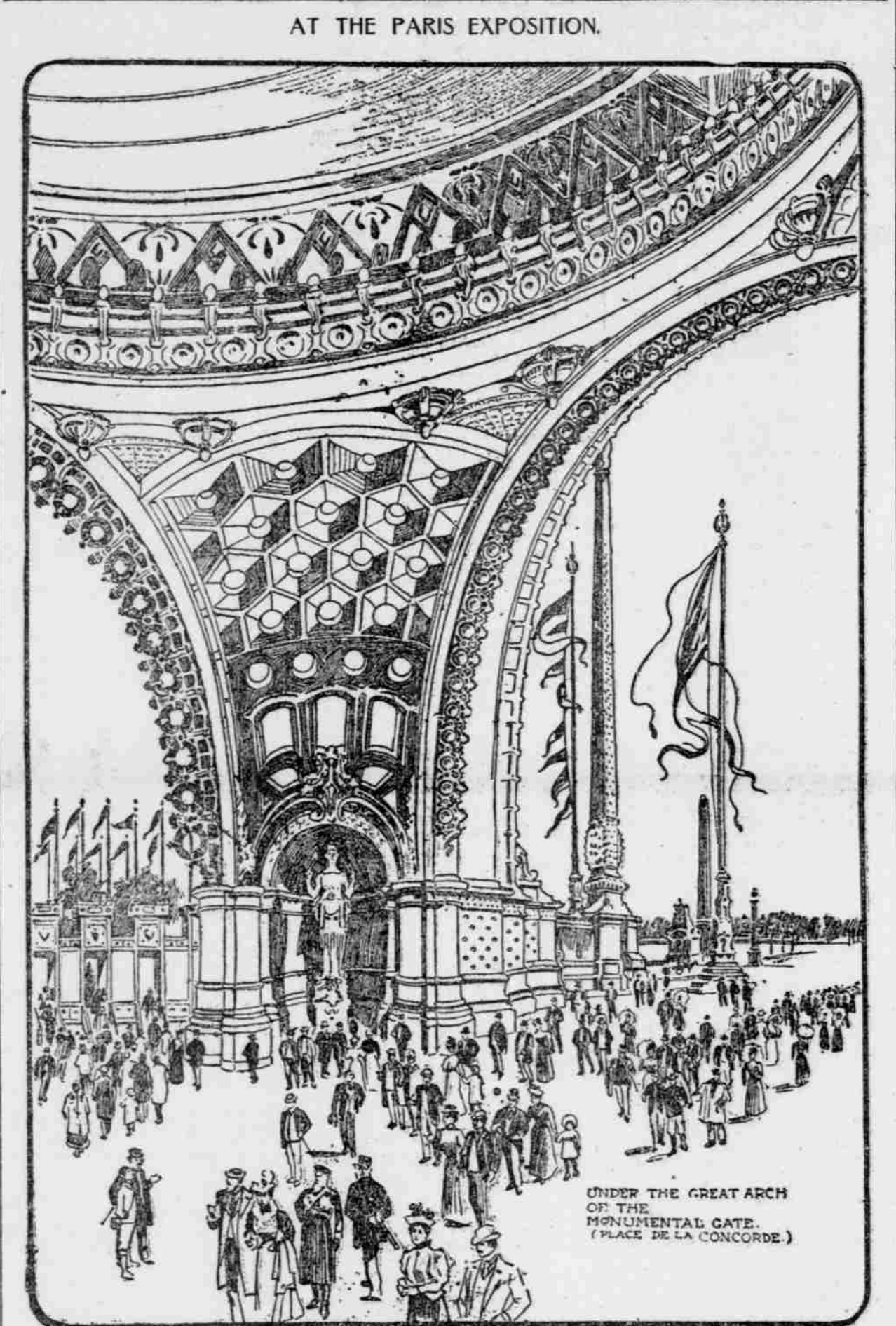
Review of Reviews.

There is no particular danger of a war between Russia and England, but close observers are of the opinion that Japan and Russia may come to blows at almost any moment. Reports have emanated from Russia to the effect that the Japanese have been reached with the Japanese, but these reports must be received with some skepticism. For several years the Japanese have regarded a war with Russia as a necessary evil, and they prefer to have it before the Trans-Siberian Railway is finished and while Japan's naval strength is decidedly superior to that of Russia. The Russian government, however, consider themselves rightly entitled to Port Arthur and they aspire to dominate Korea. Their influence is now very great at Peking. They have known how to play upon the reactions of the European sentiments of the Dowager Empress of China, and it is supposed that they are largely responsible for that lady's recent policy. It is expected, however, that the Russian government will not allow the Chinese Army on a modern footing, and that a firm alliance will be established between these two kindred empires. That it will be a partnership of this kind to cultivate the friendship of England and the United States, while opposing the Asiatic encroachments of Russia, can readily be believed. In short, a movement by Japan against Russia at this time, when the Muscovites want quiet in that quarter in order to make bold gains elsewhere, would be thought to point directly to a close understanding between England and Japan, if not an actual alliance.

## Has Manuscript of "America."

CLINTON, Ia.—S. F. Smith, former mayor of Davenport, and son of Samuel Smith, the author of "America," recently addressed the students of the Port Byron, Ill., academy. Following the address, which was of a patriotic nature, "America" was sung, and then Mr. Smith told how the song was written. He said:

"It was composed by my father while a student in Andover Theological Seminary. It was composed in half an hour late one dark afternoon, and was written on three little scraps of paper, as my father stood near the window to catch the falling light. The pieces of paper on which the song was written were produced by Mr. Smith, and were shown to the students, who took great pleasure in holding in their hands the original copy of our National song. Mr. Smith said he had been offered as much as \$200 for these pieces of paper, but the offer was refused. He also stated that it is the intention of the family to ultimately give the manuscript to Harvard College, where the author was a member of the famous class of 1838, of which Oliver Wendell Holmes was also a member.



UNDER THE GREAT ARCH OF THE MONUMENTAL CATE. (PLACE DE LA CONCORDE.)