EDITORIAL PAGE OF THE JOURNAL

THE JOURNAL

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Things which cannot be altered are to be borne, not blamed; follies past are sooner remembered than redressed, and time lost may well be repented, but never recalled.—Lilly.

SHAM REFORM.

EITHER the new so-called rate law needs amending in some particulars or else the interstate commerce commission should modify its construction of certain portions of the law. It was to be expected that the railroads, or some of them, would construe the law or seek to have it construed so as to make it unpopular, and it seems that the commission is accommodating them to the extent of its ability.

The commission, for example, has ruled, it is said, that a round trip ticket cannot be extended, so that a person cannot in any emergency postpone the homeward trip; that if a person becomes ill on a journey and has to stop off he cannot on recovery continue his trip on the same ticket; that tickets in every case whatever, even in the case of newspaper publishers who have advertising accounts with the railroads, must be paid in actual cash; and has laid down very precise and narrow rules in other respects.

We cannot suppose that the commission is endeavoring to do what it can to make the law odious by such rulings, but this will be the effect, and it is just what such railroads as wish to get rid of the law desire. The people did not demand a rate regulation law for any such purposes, but for the correction of large abuses. These interpretations of the law, resulting in no benefit to anybody but only in petty annoyance to individuals, are distinctly pharisaical in character; they magnify the "mint and anise and cummin," while neglecting the "weightier matters of the law."

The provisions of the law requiring these unimportant but vexatious observances, if they exist, were no doubt incorporated in it for the very purpose of rendering the law obnoxious. When they perceived that they could not, or dared not, defeat the law, the Republican leaders sought to make it as faulty and difficult of enforcement as possible, and results will probably show that they succeeded pretty well.

The better they succeed, as shown by results, the greater will be the number of people who will reluctantly agree with Mr. Bryan that mere regulation is doomed to failure.

PROSPERITY.

AFTER the season of unprecedented prosperity, what? For such prosperity, though beneath the surface it be not all that it is represented to be, cannot be expected to continue indefinitely and uninterruptedly. Though a period of depression, to use the common phrase, has not occurred for an unusually long time, and is not yet apparently imminent, and though such a "panic" as that of 1893-7 may never recur in this country, or not for a long time yet, the flood-tide of prosperity cannot reasonably be expected to maintain its flow continually. In the nature of things there must be an ebb, unless there shall be a marked modification of industrial and economic operations, a reformatory adjustment of business forces, though this reflex movement may not be as sharp and severe as it has formerly been. Not only this country but other countries are prosperous, as they have not been before for many years. One evidence that the tariff has nothing to do with our prosperity is the fact that England is as much more prosperous than it was a few years ago as the United States is. It is a period of which the future historian may say: "The world went very well then."

Is the world, and this great country in particular, going to continue doing very well, and to go on from good to better. Are world-wide waves or periods of depression and panic over at last? Have the industrial, economic and financial worlds so profited by a long period of what is said to be "abounding prosperity" that some successive leaner years, if they should come, would create no great amount of disaster and distress? How much has been and is being gained in actual, solid, dependable resources rather than speculative assets and bubble values. Is not our present prosperity largely mortgaged on the chance of its permanency? To what extent is the business world dealing in futures, gambling on chances, taking risks blindly? We think this country, and the world, are better fortified now than ever before against a financial and industrial storm, have more solid assets than ever, yet a pinching time would burst many big bubbles and crush many hollow shells of fortune.

Signs that our prosperity is not all that might be desired are the dissatisfaction, the unrest among so great a proportion of wage earners, and the voluntary idleness of so many who might be earning good wages but obstinately refuse to work. It is certain that many industries cannot afford to pay indefinitely such wages as are demanded, but on the other hand it is perceived that in many cases combinations of employers, trusts and corporations, are piling up millions upon millions of profits while wages have not been increased in proportion to the cost of living. Workingmen are perceiving this more and more clearly, and are chafing at the inequitable division of the profits of their labor. In brief, the labor element in our vast industrial machine is likely to cause troublesome friction and disturbing if not disastrous inharmony of operation.

An Australian student and writer who has been visiting in America and studying conditions here for some months, predicts in the near future a great and destructive conflict between labor and capital, an industrial war that will convulse the country and rend our cloak of prosperity to tatters. And unless there shall be some readjustment of relative conditions as to multimillionaire trusts on the one hand and workingmen who can gain but an existence on the other, his predictions may come true. In time of prosperity people should prepare for adversity. As individuals, many do, but as a mass or as a nation, they do not, at least to such an extent as they should. In a word, only a greater measure of justice can insure continued prosperity or prevent an industrial cataclysm.

A SUDDEN TRANSFORMATION.

THE Oregonian says: "Up to the election of Mr. Roosevelt, the Republican party had been for some time dominated by its plutocratic element. The middle class had not only lost power, but by the combined efforts of the railroads and the trusts, it was being annihilated."

It is assumed that the election of Roosevelt has entirely transformed the character of the Republican party and that whereas up to two years ago it was dominated by plutocrats it is now the political agency of the "middle classes." It is to be observed, by the way, that the Oregonian supported the Republican party during all the years that it was "dominated by the plutocrats" just as earnestly as it does now. Of course that paper's character has been transformed along with that of the party. In brief space the Ethopian has changed his skin, the leopard his spots.

"The country," continues the regenerated morning paper, "has entered upon a new phase of politics. The old issues are dead. The old slogans have lost their meaning. The inevitable struggle has begun between the middle class and the proletariat." Of course everybody who isn't a Republican now belongs to the "proletariat." But how do we know that such a tremendous transformation has been wrought in two years? Roosevelt has made some vigorous reform motions, it is true, but the real Republican leaders have gained very great concessions from him, and are looking forward greedily to the day when he will be succeedeed by some president more surely "safe and sane."

The idea for the Pacific northwest to unite in one big joint building at Jamestown is a good one, if they can do so without quarreling—and they should be able to do that.

Just a year ago the Lewis and Clark fair closed, and the crop of the seed sown in holding it is already beginning bountifully to appear.

The enemies that Hearst has made among the grafters and plutocrats of New York City ought to gain him a good many votes in the country.

Everything — real estate sales, building permits, bank clearances, and other indicia—show that Portland's population must have increased by at least 25,000 in a year. Yet according to the figuring of the Oregonian it will not have 150,000 population till about 1910.

The intolerable fool who kills another person for a deer ought to be educated for a few years at the Oregon penitentiary.

Hill may build a port at his proposed new site of St. James, but he can't induce Portland to move down there.

A Little Out of the Common

THINGS PRINTED TO READ WHILE YOU WAIT.

Coffee a Barometer.

"A cup of coffee, after being sugared, forms a by no means bad barometer," declares a scientist.

When the sugar dissolves quietly in the coffee without stirring, numberless little bubbles of air rise to the surface of the liquid. If these form a frothy mass in the middle of the cup you may safely rely upon fine weather for some time.

"On the other hand, if the froth collects in a ring round the margin of the cup, heavy rain may be expected.

"Again, when the froth remains halfway between the sides and the center of the cup, the weather is sure to be changeable; but should the froth flow in spots and lumps toward the sides of the cup, we may look for gentle rain."

The Lowly Life.

A little flower so lowly grew
So lonely was it left,
That heaven looked like an eye of blue,
Down in its rocky cleft.

What could the little flower do,
In such a darksome place,
But try to reach that eye of blue
And climb to kiss heaven's face?

And there's no life so lone and low
But strength may still be given,
From narrowest lot on earth to grow
The straighter up to heaven.

—Gerald Massey.

The Sultan's Menagerie.

The sultan is very fond of animals, and has a wonderful collection at Yildiz. His pets are kept on a small island, and are of all sorts—stags, roedeer, gazelles, rare goats and sheep, and birds of every land. They are all tame, and are said to be very fond of their royal master. A special kiosk is given up to dogs, of which a few fine specimens are generally imported every year, especially from England. There is also a cat house, but the most luxurious of all are the aviaries. These are under the care of a Kooshjee Bashi, or head fowler, with 20 attendants. All the rest of the menagerie is under a director, with 30 helpers. The only wild beasts are a few lions, panthers and such-like, presented by King Menelik.

Another Idol Gone.

"The lark's reputation for early rising is altogether undeserved," says a naturalist. "That much celebrated bird is a sluggard, as it does not rise until long after the chaffinches, linnets and a number of hedgerow birds have been up and about.

"As early as half-past one in the summer morning the greenfinch, which is the earliest riser amongst the common small birds, begins to pipe. The blackcap follows at about half-pass two. It is nearly 4 o'clock, and the sun is well above the horizon, before the first songster appears in the person of the blackbird.

"The thrush starts half an hour later; the chirp of the robin begins about the same length of time before that of the wren; while the house sparrow and the tomtit occupy the last place on the list."

In a Word.

A piano contains a mile of wire.

Rio Janeiro's harbor is the finest in the world.

In Tibet the law allows every woman three husbands.

South American ants have been known to construct tunnels three miles long—a work proportionately greater for them than it would be for men to build a tunnel under the Atlantic from New York to London.

Delicate Measuring.

An apparatus for measuring the seventy-millionth part of an inch has been made by Dr. P. Shaw of Nottingham university, England.

It works upon the principle of electric touch, and consists of a fine micrometer screw and six levers.

The apparatus is so sensitive and delicate that it is impossible to manipulate it before an audience. It is hung by rubber bands, covered with thick felt, and must be worked at dead of night, when there is no traffic or factory working.

The smallest distance that this mechanism measures is about the distance between a solid and a liquid molecule.

A Gentle Cynic.

From the New York Times.

The first scratch on her new furniture is apt to convince the bride that marriage is a failure.

The fellow who tells a girl he would lay down his life for her often balks when he has to tell her father.

When a girl begins to call a fellow by his first name, it generally indicates that she has designs on his last.

A woman always feels that Fate is unkind to her if the poor man she refuses to marry turns around and makes a fortune.

When a fellow tells a girl he would kiss her if he thought no one was looking, ten chances to one she will shut her eyes.

If you go about it right, a quarter will make as much noise dropping into the collection plate as a five-dollar gold piece.

The Play

By Johnston McCulley.

In "Lady Huntworth's Experiment" the Bakerites have scored again. The play opened the week yesterday afternoon to a crowded house, and the applause testified to the popularity of the company and the worth of the play.

Lillian Lawrence is the bright, particular star this week, with William Dills and Frances Slosson and William Gleason tied for second honors. Miss Lawrence in the role of Lady Huntworth gives a pleasing interpretation. William Gleason as Gandy, the man servant, plays with artistic fidelity to the character. Frances Slosson makes a delightful love-lorn maiden, and William Dills as the Rev. Audley Pillinger is all that could be desired. Howard Russell makes the most of a small part. Mrs. Gleason does well, and so does Richard Thornton, while John Sainpolis makes a thoroughly acceptable Lord Huntworth. Ethel Grey Terry plays an awkward maid servant very well. That is all there is to the cast—nine characters.

And, therefore, the members of the cast keep themselves busy dishing out the situations. The play is new to Portland. The action opens in the vicarage garden, where it becomes apparent that Lucy Pillinger, who is betrothed to Captain Dorvaston, a friend of her dead father, is secretly going to be married to a young curate, Rev. Henry Thoresby. It is also hinted that the vicarage possesses a wonderful cook. Rev. Mr. Pillinger, when his sister is not about, makes love to the cook. So does Captain Dorvaston, and the man servant. Cook gets wise to the elopement plans of the young couple and gives them all the aid in her power. Meanwhile the party discusses the recent divorce case of Lady Huntworth, it appearing from the evidence at hand that the lady was the aggressing party and that Lord Huntworth is entitled to sympathy, when the truth of the matter is that Lady Huntworth is innocent of wrong but allows her character to be besmirched in order to be free of a beast of a husband. There comes to the vicarage a Mr. Crayll to see the captain. The cook meets him accidentally and in a dramatic scene it is disclosed that Crayll is her divorced husband. He demands to see her that evening, when she will be alone, and she tells him to come to the kitchen at 8:30. Later the captain desires to see her and is to to come at 9, and finally the Rev. Mr. Pillinger also requests to impart important information to her and is told to appear at 9:30.

The second scene shows the kitchen, where complications come thick and fast. Crayll makes his appearance and pleads for his wife to return to him. She refuses, and he becomes drunk in her presence. Hearing the preacher coming the cook throws her divorced husband in the scullery. She finds on the floor a paper he has dropped which explains the reason he desires to take her back—she has fallen heir to money left by an uncle, and her husband, devoid of funds, desires to marry her again because of this. The preacher enters and begs the cook to marry him. She refuses. They hear the captain coming. The preacher has just time enough to get into the larder. The captain, also, implores the cook to marry him, and while he is doing so the preacher's sister, mistress of the vicarage, returns unexpectedly and the captain goes into the broom closet. While the mistress is giving the cook orders for the next day the captain makes a noise and is discovered. The preacher's sister, raising her hands in horror, looks upon the scene with deep suspicion, and threatens to expose them in the morning and to tell her niece, to whom the captain is engaged.

In the third act the elopement of the youngsters takes place, the cook aiding them. It is explained that the cook is Lady Huntworth, that she is innocent of the crimes with which she is charged, and this is worked out by the captain, who freely forgives the niece for the deception of the elopement. Lady Huntworth goes away, and the play closes with the captain packing to follow her, while the newly married couple are in each other's arms in the center of the stage.

The play has its weak points, but it is a rattling good comedy. It will be the bill all week, with matinee Saturday.

Pete Peterson.

The new bill at the Empire for the week is "Pete Petersen," a drama of the "Yon Yonson" type, which is satisfying and introduces many original scenes not found in the older Swedish dialect plays. With this week the Empire inaugurates a new price scale and becomes a 10-20-30 house. Yesterday at both performances the house was crowded and hundreds of people were turned away.

The play is full of heart interest, comedy and thrilling climaxes. Jack West was excellent in the leading role, while Kittie De Lorme pleased by her stage appearance and her careful acting. The remainder of the company is good. There are trained dogs which play an important part in the show.

There is no doubt that "Pete Peterson" is a hit and one of the best shows that has been to the Empire this year. It will be the bill all week, with matinees Wednesday and Saturday. Nothing better at the price.

Cattle Wanted.

At the present time Belgium depends mainly upon France and Holland for lean cattle, and finds the supply inadequate to the demand. Under present provisions only fat cattle, which must be slaughtered within three days after arrival, are allowed to enter at Belgian ports, the duty being only some 20 cents per hundred pounds live weight. I have recently taken the matter up with the farmers and cattle dealers and find them all inclined to procure this class of stock from the United States, if arrangements to permit it can be made by the two governments, and at my suggestion some 200 Belgian farmers and cattle dealers have petitioned the minister of agriculture to extend the regulations permitting shipments from France and Holland to the United States, and under the same restrictions, viz.: a duty of 15 cents per hundred pounds live weight.

Just Human, After All.

From the Newberg Graphic.

The Statesman very truthfully says: "The Oregonian has one serious trouble as a public utility. It cannot brook any criticism, no matter how good natured, without becoming abusive to the verge of silliness. The scornful manner with which it brushes other newspapers aside as 'paltry' and lacking in honesty is a little disgusting and subjects that paper to much deserved ridicule. The editor of the Oregonian must not forget that he is only human, because the rest of the craft all know it."

As She Is Spoke.

From Middleton (N. Y.) Times-Press.

While driving through a mountainous country over near Greenwich, New York, on Wednesday, I stopped at a store kept by a native and overheard a customer try to buy some eggs. It sounded like this: Read it aloud:

"Ain't got any eggs, is yeh?"

"Ain't said I aint."

"Aint askin' yeh 'Aint yeh' is I. I'se askin' yeh is yeh?"

Contemporaries Discuss Railroads

Method in Meekness.

From the Minneapolis Journal.

The Minnesota railroads have shown that they are ready to yield to an organized and aroused public sentiment. The agitation for lower rates, started by the last legislature, has borne material fruits in an order of the railroad commission reducing merchandise rates to the measure of a maximum schedule. It is now announced that the railroads will accept this schedule without resorting to the courts. They have already made voluntary reductions in their rates on grain, and the northern roads have reduced coal rates.

These concessions have evidently been wrung by the fear that resistance would inflame the public mind and produce some radical measures.

There is a lesson in this attitude of the railway companies. The reductions they have made are just, and leave the railroads a reasonable profit still, or they would never have been agreed to. Yet they were not made till popular agitation forced attention to Minnesota's relatively high rates. They are not made from philanthropic motives, or even from the "enlightened self-interest" that seeks the ultimate prosperity of the carrier by creating a prosperous tributary population. They are made through fear of radical or revolutionary measures. Our benevolent despots were not so benevolent as that.

Good Faith.

From the Sacramento Union.

Those who conduct the business of railroads are always actuated by the wish not only to get all that is coming to them, but something more. If ever there was a railroad company disposed to be unselfishly fair in all its dealings with the public, anxious to accept nothing more than public interest would justify, the name of that company has faded out of human remembrance. It is to be expected that in asking for franchises every railroad company will seek to get all that is possibly obtainable. It remains for the municipal authorities—for those who represent the people—to guard the public interest.

Now, we are told that the Southern Pacific Railroad company in applying for a spur-track privilege in Sacramento asks for an exclusive right for a period of fifty years. The impropriety of this demand is manifest. Any child ought to know that no single railroad ought to be granted an exclusive privilege for such a period or for any fixed period in a city situated like our own.

There is, indeed, but one sound rule in such matters, and that is to make all privileges of the kind asked for revocable at pleasure by the power which grants them.

Railroad Experiment Worth Trying.

From the Nebraska State Journal.

The news now comes from Ohio that the 2-cent passenger law promises to force profits into the pockets of the unwilling railroad corporations. That is to say, the reduced rates that were fought as "confiscation" and robbery of the defenseless stockholders have not only brought back a good share of the travel that was lost to the electric lines, but will without much doubt be a source of increased profit to the companies when the time comes for an accurate accounting of this part of the business. The experience of the Ohio roads has had the effect of greatly reducing the opposition to the enactment of a similar law in Indiana. It is now predicted that it will be passed during the coming winter without opposition from the railroads.

Oregon Needs Railroads.

From the Eugene Register.

If a complete analysis of Oregon's gain in population could be had at this time it would clearly show that the few localities touched by rail are the only ones that have received any material influx, and by reason of the fact that we have so few railroads has given to the towns and counties that are reached by rail less new population than they would have otherwise received were competing lines in operation by which additional inducements were offered for investment of capital and energy in building up the country. Investigation of the vast territory isolated from railroads will show little or no increase.

It is a truism that railroads are the forerunners of progress, development and population. Oregon must change its tactics and instead of confining its hue and cry to "more population" it must be changed to "more railroads."

While Oregon has neglected the railroad feature of its development, the railroads themselves have not been slow to see their opportunity and are pushing this way with fair prospect that several trunk lines will soon be in the field entering new territory that will bound to the front with marked rapidity at the approach of the steam whistle.

Oregon has waited long for the good time that is coming, in fact has waited when she should have been at work telling to transcontinental lines what golden opportunity awaits them here, and which if taken advantage of years ago, would have placed Oregon on an equal footing with Washington and California in population and industry.

Railway Accidents in One Year.

From the Tacoma Ledger.

The report of the interstate commerce commission shows that in the twelve months ending June 30, 1905, 537 passengers and 5,805 other persons, neither passengers nor employes, were killed on the railways of the United States. Of the latter number 4,865 were trespassers upon railway rights of way and the others were killed at crossings or at stations, where they had a right to be. The number of employes killed was 3,361. It cannot be questioned that these large numbers are wholly inexcusable and form a blot upon the otherwise admirable management of American railroads. The slaughter of passengers was far larger than it should have been and the number of employes killed and injured—a total of 70,194—is a disgrace to our civilization. Yet the fact remains that more than half the people killed by the railways died as a result of being where they had no business to be. They were themselves, in most cases, primarily responsible for their own death.

Pettigrew Will Help.

Ex-Senator Pettigrew of South Dakota, who has cast his political fortunes with about every party or movement that has sprung up during the past quarter of a century, has accepted an invitation to help William R. Hearst in his New York campaign.

Portland's Growth.

From the Marshfield Times.

If any evidence of the rapid growth of Portland were needed, the fact that she can't build schoolhouses fast enough to accommodate her scholars ought to satisfy the incredulous.

BIRDSEYE VIEWS of TIMELY TOPICS

SMALL CHANGE.

New York men with lots of whiskers are expected to vote for Hughes.

* * *

The approach of colder weather does not seem to check the divorce mills.

* * *

The way to get things is to keep hammering away—but not as knockers.

* * *

In time of strikes and lockouts, the public has nothing to say or do but to lose and suffer.

* * *

All the big New York papers, except Hearst's, were also opposed to him when he ran for mayor.

* * *

As soon as Cuba is quieted, the 29 people, more or less, on the Isle of Pines may start a revolution.

* * *

The leading Democrat of Kansas is named Bill Ryan. He lacks a letter of being as big as Bill Bryan.

* * *

Oh, probably the country wouldn't immediately sink to the bottomless pit if Hearst should be elected.

* * *

It is about as reasonable to credit a party with prosperity as to thank a weather forecaster for good weather.

* * *

The sugar and tobacco trusts may decide to give Cuba another trial—if it agrees to whatever the trusts want.

* * *

Well, Oregon, except as to lack of transportation facilities for fuel, is pretty well prepared for a hard winter.

* * *

Mules can't reasonably kick about the prices they bring. But maybe a mule sometimes kicks without good reason.

* * *

Even the Salem members of the legislature won't send back their passes. They want to come to Portland occasionally.

* * *

However high Mount Hood may be found to be, there ought to be a good road to it next year, and later if not then an electric line also.

* * *

The new conductor of the Boston Symphony orchestra, imported from Germany, is Professor Muck. But he brought over no rake with him.

* * *

Another needed reform is the abolition of the marriage license fee. The country should be ashamed of itself for taxing young people who marry.

* * *

An exchange says that the man with nothing to do has the hardest job of anybody. This is a good deal like the rich man who is miserable because he isn't poor.

* * *

The astrologer who predicted that 1906 would be a year of unusual disaster seems to have guessed pretty straight. But the baleful stars were not squinting at Oregon.

OREGON SIDELIGHTS.

There are 1,000 places in and around Albany to hello to.

* * *

Over 1,000 tons of prunes will be dried in Union and Cove.

* * *

Another big sawbill, 40,000 capacity, will be erected in the Calapooia valley.

* * *

North Bend is to have a kindergarten school, by the liberality of Captain Simpson.

* * *

A Tygh valley young man has "accepted a position" in a blacksmith shop to learn the trade.

* * *

Edenbower is to have a wedding soon. No settlement has a more appropriate name for such an event.

* * *

Big deals and consolidations are a very common ocurrence in Rainier nowadays, says the Register.

* * *

Binger Hermann writes to friends in Douglas county that he and his family are having a very nice time in Europe.

* * *

Mr. Hammond will have to hit the high places if he can keep at a distance six miles from Tillamook City, says the Headlight.

* * *

A Wamic boy of 11 accidentally shot and killed his brother of 8. What could be expected when boys of that age are allowed to take a gun and go hunting?

* * *

Drunken Indians are troublesome in Yakima, and it is supposed they get the whiskey from Chinamen. If it were not for red, yellow and black skins, what a nice country it would be.

* * *

A Dalles man who came to Oregon some years ago has gone back east three times with the intention of remaining, and has just returned to Oregon again, resolved to stick to it this time.

* * *

Lakeview Herald: The hills about the Tippy Wells canyon are alive with men, and the sound of hammer and drill interspersed with detonations of giant powder awaken that part of the world to the new life.

* * *

Butte Creek valley, in Klamath county, embraces about 172,000 acres of agricultural lands. A colony of Dunkards from the east have already purchased 15,000 acres and are now negotiating for another 30,000 acres adjacent to Mount Hebron. A townsite named Jorris has been laid out.

* * *

Albany Democrat: The immense string of the fallen beauties taken out of Albany on the cars alone, to say nothing of those captured by home hunters, are enough to indicate that the supply of birds altogether is simply enormous. They have become scattered all over the valley from foothill to foothill.

Some Superstitions of the Sea

THE EBB AND FLOW OF THE TIDES.

"Seamen love to hear and tell
Of portent, prodigy, and spell;
What gales are sold on Lapland's shore,
How whistle rash bids tempests roar;
Of witch, of mermaid, and of sprite,
Of Eric's Cap and Elmo's Light."

—Scott.

Foam-crested waves are usually termed "sea horses," but on the Welsh coast they are supposed to be the sheep of Gwenhiddy, a mermaid, and the fisher folk say: "Beware when you see Gwenhiddy driving her flock ashore." Every ninth wave which breaks upon the beach is said to be larger than the rest, a belief which Tennyson mentions in "The Holy Grail":

"Wave after wave, each mightier than the last,
Till last a ninth one, gathering half the deep,
And full of voices, slowly rose and plunged
Roaring * * * "

This is called Gwenhiddy's ram, or the death wave, and according to a Cornish saying,

"When the ninth wave breaks
The earth shakes."

Another superstition speaks of foam-crested waves as "the sheep of Norway," which are under the charge of a shepherdess named Aslauga,

"Who tends
Her flock along the white Norwegian beach,"

And it is considered an ominous sign when Aslauga's sheep make their appearance.

"Who knows what tale of wreck or death tomorrow may be told,
For the wild white sheep of Norway
Are coming to the fold."

* * *

The ebb and flow of the tides are under the control of a giant, who lives far down in the depth of the sea. The waves bear witness as to the state of the giant's temper. When he is angry they are lashed to fury, and they sink to rest as his temper cools. Children give the title of "soapsuds" to the lumps of froth that are churned by the action of the waves, and they say that "the giant has been washing his hands" when they see

"Crisp foam flakes scud along the level sands
Torn from the fringe of spray."

* * *

Tradition declares the haddock to be the fish in whose mouth St. Peter discovered the tribute money. In proof of this assertion the dark spots upon its body just beyond the gills are pointed out as the impression left by St. Peter's first finger and thumb:

"Haddock, which appear
With marks of Rome, St. Peter's finger here."

The dory disputes with the haddock for the honor of being St. Peter's fish, but another tradition attributes the marks upon the dory to St. Christopher, who is said to have caught one whilst wading through an arm of the sea, bearing our Savior upon his shoulders.

* * *

The electric light which often plays about the masthead of ships is known by various names, such as St. Elmo's Stars, or the Feu d'Helene. One flame only is a sign of foul weather. Two flames, which were known to the ancient Romans as Castor and Pollux, are a favorable sign:

"Safe comes the ship to haven
Through billows and through gales,
If once the Great Twin Brethren
Sit shining on the sails."

In Horace's Odes, too, we read:

"Whene'er the sons of Leda shed
Their star lamps on our vessel's head,
The storm winds cease, the troubled spray
Falls from the rocks, clouds pass away,
And on the bosom of the deep
In peace the angry billows sleep."

* * *

According to a Scandinavian myth, storms are caused by the flapping of the wings of Hrasvelig, the gigantic eagle stationed at the root of the tree which supports the world. Many charms used to be employed in order to secure immunity from storms. At Mont St. Michael, in Normandy, nine druidesses used to sell arrows to sailors for this purpose. The arrows had to be discharged by a young man on his twenty-fifth birthday. In Lapland favorable winds were often sold to sailors.

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Whistling on board ship is said to bring "both bad winds and bad luck." Eric, king of Sweden, was often called "Eric Windy-cap," from a popular belief that the wind would blow from the direction in which he turned his cap.

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Southey mentions St. Cyric as the patron saint of sailors in "Madoc," where he says:

"The weary mariners
Called on St. Cyric's aid."

But it was St. Clement who was generally regarded as the sailor's saint, whilst St. Nicholas was the special patron of the fishing community.

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Sailors have a decided preference for a vessel that has been christened by a woman. If the bottle of rosewater does not break when thrown over the bows the vessel is not properly christened, and it is sure to be one day lost with all hands. A similar fate awaits the vessel whose name has been changed. In some European countries the name of a boat must not be divulged before it is launched.

To sail after a Saturday's moon is quite as ill fated as the well-known superstition concerning a Friday's voyage, but a horseshoe "that has been found" insures a boat's safety if nailed to the mast with its ends upward. A bootjack or red garments of any kind are strictly tabooed by sailors, and it is considered to be an evil omen if a stray bird rests upon the yardarm of a vessel. It is unlucky to pick up a drowning man, as he is sure to do you some injury:

"Save a drowning man at sea,
And he'll prove your enemy."

May Be Pessimistic.

Knock and the world knocks with you, boost and you boost alone, when you roast good and loud, you will find that the crowd has a hammer as big as your own. Buy and the gang is with you, rent and the game is off, for the lad with the thirst will see you first, if you don't proceed to cough. Be rich and the gang will praise you, be poor and they pass you the ice; you're a warm young buy when you start to buy, you're a slob when you haven't the price. Be flush and your friends are many, go broke and they say "ta-ta"; when your bank account burns you will get great returns, when it's out you will get the ha-ha. Be gay and the mob will cheer you, they'll shout while your wealth endures; show a fearful lamp and you'll see them all tramp, and it's back to the woods with yours. There's always a bunch to boost you, while at your money they glance, but you'll find them all gone on the cold gray dawn, when the fringe shows up on your pants.