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**MR. WILSON YIELDED PART-
LY TO FEAR, PARTLY TO
HOPE OF POLITICAL
PROFIT.**

President Wilson yielded to the
dictation of the heads of the
Brotherhoods, and made no ef-
fort to find out whether the de-
mand was right or wrong. He
made no effort to find out whether
it could be complied with
without raising freight rates. He
made no effort to find out all the
equities in the case; those affect-
ing the men, those affecting the
stockholders, those affecting the
shippers. He took his orders
from that one of the parties in
interest which he most feared.
He insisted that the law be pass-
ed without inquiry. And then he
deferred the operation of the law
until after election, which, of
course, could only have been
done for political reasons. . . .
The question at issue was not
that of an eight-hour day at all.
The question was whether Presi-
dent and Congress should enact
a law, without investigation and
without knowledge, to give in-
creased wages to a certain por-
tion of the body of the wage
earners. The labor leaders on
this issue, without regard to the
right or wrong of the matter,
first coerced the President, and
then with his aid coerced Con-
gress. The question at issue was
not one of the hours of labor. It
was one of wages. And it was
settled by the President and
Congress without investigation
and without knowledge. The set-
tlement was due partly to fear,
and partly to hope of political
profit.—From the Speech of Colo-
nel Roosevelt at Battle Creek,
Michigan, in Behalf of Mr.
Hughes.

STRATAGEMS OF WAR.

**Clever Tricks by Which Two Chilean
Warships Were Sunk.**

Between the years 1879 and 1884 the
republics of Peru and Chile were at
war, and, although the Peruvians were
eventually discomfited, they displayed
great adroitness in naval matters. On
one occasion they succeeded in sinking
two Chilean warships, their clever
strategy being thus described by Ste-
phen Coleridge in his memoirs:

"Soon after the Chilean fleet had set-
tled down to the blockade of Callao
there appeared in the bay one morning
a large barge of fruit that had obvious-
ly gone adrift from the shore. The
Peruvians put out in boats and steam
pinnaces to bring the barge back, and
the Chileans, seeing what was happen-
ing, also sent out pinnaces and boats
to intercept and capture the drifting
barge. A fierce fusillade between the
hostile boats followed, and several men
were killed or wounded. At length the
Peruvians drew off and left the barge
in the hands of the triumphant Chile-
ans, who towed it off amid the cheers
of their ships' crews, who had watched
the fight with keen interest.

"They brought the barge alongside
one of the big men-of-war and quickly
sent the cargo of luscious fresh fruit
up the side in baskets. When about
half the cargo had been taken on board
a terrific explosion shook the bay, and
an enormous hole appeared in the side
of the great ship which sank instantly
with all hands. By an arrangement of
springs and balances a huge charge of
dynamite in the bottom of the barge
was ignited when a certain amount of
the weight of the cargo was removed.
Although the Peruvians had waged the
fight for the possession of the barge
with fierce persistence, they had never
intended to be successful.

"A few weeks later a large man-of-
war was sent up the coast to capture
anything worth having at Huacho. On
the appearance of the vessel the in-
habitants drew their boats far inland
and, taking all their valuables, fled into
the interior. One boat, a new one,
larger than the others, they hauled
some little way up the beach and then
abandoned.

"After pillaging the place the Chile-
ans looked at the boat, which was en-
tirely empty. The Peruvians had re-
moved oars, sails, mast and even the
rowlocks. The Chileans looked it over
to be sure that there was no dynamite
in it and then towed it away to their
vessel. The captain had the davits run
out and ropes put round the seats at
the bow and the stern. Then he or-
dered his men to haul away.

"It was the last order he ever gave,
for the moment the ropes tightened
the ship was blown to pieces and dis-
appeared in seventy fathoms of water.

J. H. GIBSON, Mgr.
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A false bottom had concealed a fre-
mious charge of dynamite that was
arranged to ignite when any upward
force was applied to any of the seats.
"The inhabitants of the town, who
had watched their stratagem destroy
a great man-of-war without the small-
est risk to themselves, returned hilar-
iously to their houses with songs and
dances."

LITERARY HOBBIES.

**Even Railway Time Tables May Make
Interesting Reading.**

Rudyard Kipling finds both pleasure
and profit in reading the dictionary,
and this habit largely accounts for his
wonderful knowledge of words, his
rich vocabulary and his newness in the
use of words. He does not confine him-
self to the ordinary dictionary. He
likes to look at a slang edition or a dic-
tionary of a dialect.

There is a certain noble lord who
loves nothing better than turning over
the pages of Bradshaw, spying out all
the ways to anywhere, all the branch
lines and noting the railway stations
with queer names. He is an adept in
all railway lore and is often referred to
by his brother peers when a moot point
is raised about the Irish roads of the
world, for his knowledge extends from
Charing Cross to New York via Yoko-
hama.

But probably the queerest literary
hobby was a certain doctor's predilec-
tion for reading an old file of the Lon-
don Times. He said it made him bet-
ter contented with things at present to
see how things were muddled up twenty
years ago. He found politicians just
as quarrelsome and the comments just
as caustic, and yet he concluded:
"Here we are, much as usual!"—Lon-
don Answers.

NATURE'S COMPENSATIONS.

**When One Sense Is Duller Another
Faculty Is Awakened.**

As we get older (oh, the pity of
it—before we leave the grammar
school!) one or more of our faculties
of sense begin to fail.

Few people know how to smell.
Most children have spectacled eyes.
Few more than thirty-five years can
hear well, and few possess sensitive
fingers.

Eyes constantly raised to black-
boards or bent upon the printed
page or working under electric
lights are overstrained. Outdoor
seeing gives a more varied and less
tasked exercise of sight. At least
one day in the week we can relieve
monotonous study or labor with a
new and restful outlook.

Pleasure in using our five senses
keeps them in good working order.
People who can be intensely inter-
ested in their labor seldom feel a
strain.

Our dulled faculties become so as
much from lack of use and lack of
pleasure in use as from overwork.

But there is always a compensat-
ing gift if for any reason one or
more faculties have become dull.
The deaf one sees the keener. The
dim sighted person generally hears
like a lynx or smells with the nose
of a dog. Nature always brings
about this sharpening of one sense
if another sense is slow. Insects,
animals, birds, usually have not
more than one sense made marvel-
ously keen to outwit and survive
danger. The coyote does not see
extra well. The hawk does not hear
extra well. The snake neither hears
nor sees above ordinary power, but
with the whole length of his body
he feels an infinitesimal vibration.

If an animal becomes deaf or
blind on one side he develops another
sort of sensitiveness on that side
of his body. He feels when he can-
not see or hear on one side. Often
he is quicker to perceive on his
blind or deaf side than with his
normal organs.—Virginia Ballen in
San Francisco Bulletin.

Underground Mountains.

A curious result of operations by
the trigonometrical survey in India
was the conclusion that there was
in the middle of India an under-
ground or buried mountain range a
thousand miles in length and lying
about parallel with the chain of the
Himalayas.

This conclusion was based on the
singularities of the local attraction
of gravitation in central India, the
plumb line being deflected south-
ward on the north side of the
supposed subterranean chain and
northward on the south side, lead-
ing to the inference that a great
elongated mass of rock of excessive
density underlies the surface of the
earth between the two sets of ob-
serving stations.

Getting Out of It.

Constable, the English painter,
attended an exhibition of land-
scapes and sea views which was
the work of another eminent artist
whom he detested. "Like putty,"
he growled as he scanned them
over. It happened that a friend of
the painter's was present and was
so stupid as to repeat Constable's
remark. When, later, Constable,
meeting the gentleman whom he
had condemned, congratulated him
upon one of his works, the latter
said, "Why, I am told you say my
pictures are putty." "What of
that?" replied Constable. "I like
putty."

A POET'S INSPIRATIONS.

**How Longfellow Came to Write His
Most Famous Works.**

When Henry Wadsworth Long-
fellow was appointed professor of
modern languages and literature at
Harvard university in 1835 he took
up his residence in the old Vassal
mansion, once the most pretentious
home in Cambridge. It was there
that Washington made his head-
quarters when he took charge of
the colonial army in July, 1775,
and under the elms which shaded
it the first president and General
Lafayette met and conferred.

It was in this home, according
to no less an authority than Hes-
kiah Butterworth, the historian, of
Boston, that many of Longfellow's
most famous poems were written.
The original of "The Clock on the
Stairs" chimed the hours as the
poet worked. A summer morning
was the inspiration of "The Psalm
of Life" in 1838, when Longfellow
still was a young man. He placed
it in his diary and for many years
would not consent to its publica-
tion, but when he finally did it
quickly "flew over the world," to
quote Butterworth. A few lines of
the poem in Japanese characters on
a Japanese fan once were found by
a friend traveling in the orient, who
sent the fan to Longfellow as evi-
dence of the wide audience which
"The Psalm of Life" enjoyed.

In 1839 a storm of unusual vio-
lence swept the New England coast,
and that night Longfellow could
not sleep. He got up and wrote
"The Wreck of the Hesperus," fin-
ishing the verses as the clock on
the stairs struck 3.

"The Hanging of the Crane" was
suggested when Longfellow went to
call on a bride and bridegroom. He
found them seated at a little tea
table in front of the hearth. The
young husband also was a poet, and
Longfellow advised him to write a
romance on the Acadian custom of
hanging the crane. Ten years later
they met again, and, finding that
his suggestion had not impressed
the other, Longfellow wrote "The
Hanging of the Crane" himself.

Hawthorne told Longfellow the
story of Evangeline, adding that he
had been urged to write a romance
based on it, but thought it better
suited for verse. The story of Hi-
awatha, related to Schoolcraft by
Abraham Le Fort, an Onondaga
chieftain, furnished the poet with
the outline of his embellished verse.
The "Tales of a Wayside Inn" were
suggested by an old colonial hostelry
at Sudbury, Mass., which still is
in existence.—Kansas City Times.

Sunday in Old Scotland.

Looking out of the window used
to be an indictable offense on the
Sabbath, the London Chronicle
says. In 1709 the kirk session of
Edinburgh, "taking into consider-
ation that the Lord's day is pro-
faned by people standing in the
streets, vaguing in the fields and
gardens, as also by idly gazing out
of windows, it is ordered that each
session take its turn to watch the
streets on Sabbath and to visit each
suspected house in each parish by
elders and deacons with beadle and
officers and after sermon, when the
day is long, to pass through the
streets and to reprove such as trans-
gress and inform on such as do not
refrain."

Curious Labrador.

Dr. W. T. Grenfell describes Lab-
rador as a land still hardly known
beyond its borders. The cold cur-
rent that flows along its shores from
the north dominates its climate,
and, notwithstanding that it is con-
siderably farther south, it receives
less continuous sunshine than Alas-
ka, because its summer is shorter.
The coldness of the soil and the
dryness of the winds stunt many of
its plants to such a degree that a
larch growing at the southern end
of Labrador which showed thirty-
two annual growth rings was only
nine inches tall, and its trunk was
but three-eighths of an inch in di-
ameter.

Mark Twain Missed the Best.

The success achieved by Mark
Twain during his boating days on
the Mississippi river was due not
only to the fact that he was a skill-
ful pilot, but that he was an ear-
nest one as well. A man who knew
Mr. Clemens in those days told how
the genial humorist once missed his
boat. Instead of inventing an ex-
cuse, as many of his companions
did, he reported to his superior offi-
cer as follows:

"My boat left at 6:10. I arrived
at the landing at 6:20 and could not
catch it."

Turner's Salad Suggestion.

At a dinner a salad was offered
to Turner, the great artist, which
caused him to call the attention of
his neighbor at the table—Jones
Lloyd, afterward Lord Overstone—
to it. "Nice cool green lettuce, isn't
it?" he said. "And the beetroot,
pretty red, not quite strong enough,
and the mixture, delicate tint of
yellow that. Add some mustard and
then you have one of my pictures."

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