

Clearing the Atmosphere

With Some Discussion of Cracks in the Upper and Nether Millstones

From an Editorial in the Century



WE are constantly verifying the saying that the safety of the social order depends upon the unwisdom of the wicked. Affairs grow worse and worse in some direction or other until the outlook seems hopeless of amelioration, and the people settle down into a stolid content with discontent, when suddenly from the mistakes of the rogues themselves comes the unexpected sign of deliverance. Then all the oppressed take heart of cheer and, speaking out aggressively, make an end of that peril.

We take it as a good omen of social progress that the same week witnessed, on one hand, the exposure of the organization of the Shipbuilding Trust and, on the other, the final conviction of Parks, the blackmailing walking delegate. With the proper combination of either capital or labor no right-minded observer of the necessities of our intricate modern life can have any quarrel; but it is in the highest interest of legitimate business that the tyrannies that have been threatening it from above and from below—the trusts of capital and the trusts of labor—are now, through overreaching personal greed, in a fair way to lose their prestige, which means ultimately to lose their power.

Let us see what has been gained. The debauch of prosperity has been exposed by the revelation of reckless methods in "high finance." Captains of industry have been reduced to the ranks, and some of them deserve to be drummed out of camp. "The water has been squeezed out" of not a few highly diluted securities, though also in the process, alas! of many tearful eyes—those of the widow and the helpless and the aged whose trust in trusts has been so sadly misplaced. Great is the conservative value of this long-expected arrest in the mad rush for enormous wealth. It has set the country thinking, and thinking is about the only thing the country had not lately done in excess. It will be well if the thinking goes deep enough—lower than the mere consideration of the financial distress caused by the traders in public confidence, and down to the philosophy of happiness as related to wealth. We are bold enough to believe that through the sorrow that makes us wise we are likely to reach a reaction from the vulgarity of high-piled luxury (now no longer rare enough to give distinction to its votaries) to a new gospel of simplicity and genuineness based on the things most worth having. Meanwhile the power of pretentious wealth can never seem to us so real or awe-inspiring as it did before the recent revelations of toy-finance.

Automobiles and Exercise

THE whole of the automobile is the most amusing toy now in the market. Affluent persons who have got tired of navigating Long Island Sound and sailing up and down the Atlantic Coast in yachts, find novelty and pleasure in yachting on shore. Most of them seem to go through the same experience. Beginning with a modest little motor-wagon, run by electricity, perhaps, they duly aspire and acquire, advancing from car to car, each time a bigger one with more horse-power and greater speed capacity, until they have to send horses to pasture and carriages to be stored to make room in their stables for the collection of devil wagons.

There is no doubt that the machines are interesting, and that the testing of their capacities to cover distance has great fascination. But with many owners they are still a fad, and in so far as they are a fad they will in time lose part of their attractiveness. And as a fad automobiling has some drawbacks. It is told, with diagrams and pictures to help, that a good many automobilists are getting uncomfortably fat, and it is a matter of observation that the livers of others are not working as smoothly as their owners and their owners' associates could wish. Can it be that automobiling is defective as a sport in that it fails to give its votaries due physical exercise? It looks that way. Golf, though it may come to be tiresome, is an exceedingly salubrious exercise. Horseback riding and polo playing jolt the liver in a fashion that is highly advantageous to that organ. Walking and tennis keep down fat, and are plainly wholesome for persons whom they suit. But automobiling, though it is a true recreation in that it engages and entertains the mind, seems to be a bit too easy on the body. That is a serious defect in a sport, for our older men especially cultivate sports, not so much as a kill-time, as to keep the body in such condition as will best sustain the urgent activities of the mind. If the automobile can't keep its owner "in condition," it won't have all the stable to itself, nor leave the golf-course bare of players. It will not perish, of course, but persons who just now find it their sole recreation will have to supplement it with exercises that exercise.

Man is intended to work both with his mind and his body. When human ingenuity succeeds in making any difficult thing—like transportation or maintenance—so easy that it is no trouble, that particular difficulty ceases in some measure to perform its office in keeping people healthy, and some other difficulty has to be substituted for it. If we could live without trouble we should have to invent suitable forms of trouble to keep us from degenerating, and that is precisely what folks do whose lives have been made too easy, and who are wise enough to realize it.—Harper's Weekly.

A Tip For Daily Living

By L. M. Hodges



IT is one of the noblest sentiments of human nature to be constantly on the lookout for what is good and beautiful and kind and true, even though we live and move and have our being in a world where much that is opposite exists. Indeed this very fact makes the desire to see the better things of far greater merit. It would be nothing at all to look out for the good things in a world where there was nothing bad, largely because, as you see, it would be an impossibility to find anything but good, and therefore a waste of time to look for aught else. But to insist upon seeing the better side of men and of things in just such a world as this, is not only an estimable and divinely related characteristic, but a decided help to every one of us. Long researches into the subtler sciences which surround our being have brought us proofs undeniable that our lives and our thoughts, our dispositions and our characters, are largely molded by the nature of things with which we come in contact. If these things be beautiful the answer life makes to its various calls of duty and responsibility is apt to be beautiful also. If they be distorted, untrue, ugly, evil, the answer is apt to be like them. Then, you say, since there is so much of evil the answer would seem of necessity to partake of that nature. But clouds are gray only on one side, and it takes a light to cast a shadow, and tears are sometimes brought about by laughter as well as through weeping, and, to make a long story short, the great law of compensation has provided in some divine way that for everything which lacks beauty is some other thing which has it in greater measure. Therefore it remains only for us to seek the good and the beautiful in order that we may have it.

Laziness and Health

By Robert Hichens



IT is really quite extraordinary how many educated, and apparently normal, people seem unable to persist in doing anything which "goes against the grain," which is a little irksome and inconvenient, even when they know quite well that persistence will bring them permanent benefit. Doctors are aware of this. Many sufferers will pay two or three guineas to have the advice of a specialist, but if he tells them to go home, keep to some particular diet for three months, and then come to him again, the chances are that they will live according to his rule for a week or two, and then relapse into their former errors of feeding. If one asks them why they do not stick to the prescribed regimen, they will reply unblushingly, "It's too difficult." Great physicians know too well poor humanity's lack of will power. I remember some years ago visiting the late Sir Andrew Clarke, after a severe illness. He examined me, looked at me seriously, and said: "Do you think you could eat nothing but minced chicken for a month?" "Of course," I replied. "Why not?" He smiled slightly, and said: "Well, if you can, go away and do so."

Eating minced chicken for a month is certainly a bore, but I find little difficulty in doing it. There is greater difficulty in making every day for, say, three-quarters of an hour, a considerable physical effort that is not connected with any game or sport. People will bicycle now and then till they are no longer human, or play tennis now and then until their very features seem to be melting off their faces, but ask them to spend three-quarters—only three-quarters—of an hour every day of the week, Sundays included, in the physical culture of their bodies, and nine out of ten of them will look doubtful and begin to murmur something about the "difficulty of finding time to do it." And yet, those three-quarters of an hour each day would transform them from feeble, ailing, grumbling wretches into strong, healthy, happy men and women.

CONGRESSIONAL PROCEEDINGS

What the Nation's Lawmakers Are Doing Day By Day.

Speaker Takes the Bit.

Speaker Cannon Friday took the bit in his teeth and ran completely away with sanctified legislative precedent in the House. Incidentally he broke all previous records in the dispatch of private pension bills. Under his guidance 220 of these measures of relief received the favorable consideration of the committee of the whole and passage by the House in the short space of 155 minutes. Nearly the whole of this time, however, was consumed in committee of the whole. The House passed the bills "en bloc under unanimous consent, which the Speaker himself asked for. About half of the bills were disposed of under this request—those without amendment. When objection was temporarily made the Speaker plainly showed his displeasure by dragging the proceedings.

The objection was withdrawn when the remaining bills were declared passed without even the formality of having the clerk read their numbers. Mr. Finley, of South Carolina, was the objector. He made the statement that he did not consider this mode of procedure proper for a legislative body.

"The objection is perfectly proper," replied Speaker Cannon. "This method of procedure could only be done by unanimous consent, and the chair has been very careful, and it is quite within the power of any member to object."

Then, with a note of disappointment in his voice, he concluded: "Objection is made. The clerk will report the first bill."

The first bill contained an amendment, and when the clerk announced that fact, the Speaker inquired facetiously: "Does the gentleman from Carolina desire to hear the amendment read?"

"Oh, no," replied Mr. Finley. "Well," continued the Speaker, "the gentleman does not know what the nature of the amendment is. Neither does the chair."

He then insisted on the reading of the entire amendment and, when this was done, his announcement of the third reading and passage of this bill was noticeably slow. In the meantime Chairman Loudenslager, of the pension committee, and several of Mr. Finley's Democratic colleagues went to his seat to remonstrate with him for the objection. When a fresh request for unanimous consent was made no objection was offered.

Mr. Grosvenor, of Ohio, made what he declared, with some heat, was his last attempt to get a day set for the consideration of the bill creating a joint commission to consider the question of ship subsidy. His request was that this measure be made a special order for Feb. 20. Several objections had been made and withdrawn.

Mr. Hardwick, of Georgia, objected because Mr. Bartlett, his colleague, had objected when the request was made previously and was not in his seat at the time.

The Senate will vote on the Panama Canal treaty on some day between February 15 and 23. An agreement was reached in executive session today to take action on Monday next to decide upon a time for voting on the treaty, and it was determined that such date should be on or before February 23.

The Senate was in executive session for more than four hours, and after the agreement to vote on the treaty had been reached nearly the entire time was devoted to general discussion of the encroachments of the Senate and the President on each other's prerogative under the constitution.

Senator Teller opened the debate on this subject. In a speech lasting more than two hours, and filled with incidents where the Senate has interferred with the President in regard to making Federal appointments, he aroused a number of the Republican leaders to the defense of President Roosevelt. Some of the Republicans agreed that there had been many encroachments by the White house upon the rights of the Senate. The political phases of the debate were finally eliminated, with the result that several administrations were discussed and brought under the ban of disapproval. The first was under the Cleveland administration, in which it was said that the President used undue influence for the repeal of the purchasing clause of the Sherman act. President McKinley's influence upon Republican members of the Senate for the ratification of the Paris treaty and President Roosevelt's pressure in bringing about the ratification of the Cuban treaty, and also the influence he has brought to bear looking to the ratification of the Panama Canal treaty, were cited as instances in which the Senate has been left free to deal with these topics according to individual judgment. The criticism was not alone of the administration, and several Senators, including Messrs. Spooner, Allison, Dubois, Gallinger and Platt, agreeing that the Senate had often insisted upon the appointment of certain men for executive positions against the wish of the Presidents mentioned.

Steamer Ashore.

New York, Special.—Marine advices received here report that the ship Henry B. Hyde, bound from New York to Baltimore, with coal, is ashore near Damneck life-saving station, Va., having gone ashore during a furious gale. The crew of 14, including the captain's wife, were taken off safely today. Although the storm continued to rage, attempts will be made to save the ship, which lies in a fairly good position.

A JAPANESE-RUSSIAN FIGHT

Brave Stand Made By Russian Ships That Went Down

THEY GALLANTLY WENT TO DEATH

With Bands Playing and Fleets Cheering the Ruesians Faced the Enemy in Prospect of Certain Death.

Nagasaki, By Cable.—The vessels comprising the Japanese fleet which attacked and destroyed the Russian cruiser Varig and Korietz at Chemulpo on the 8th inst. were the cruisers Naniwa, Akachiho, Akashi, Suma, and the Asama. Japan did not lose a man.

The survivors from the Varig and the Korietz, the Russian cruisers that were sunk by the Japanese fleet at Chemulpo last Tuesday, still remain on board the British cruiser Talbot, the Italian cruiser Elba and the French cruiser Pascal.

The situation is becoming acute as the Japanese have twice made demands on the commanders of the three foreign vessels that the Russians be surrendered as prisoners of war. The captain of the Talbot, being the senior naval officer, each time replied that he was awaiting instructions from his government. None of the Russians is on board the American gun-boat Vicksburg whose commander considers that

Tokio Celebrates Victory.

Tokio, By Cable.—The night celebration far exceeded that of the day in noisy enthusiasm. Many impromptu processions of thousands of men were formed and paraded through the principal streets, and surged about the public buildings and the palace, carrying banners and cheering wildly. The Russian legation was dark and silent. No unfriendly demonstration was made there by the immense crowd constantly passing it, but Baron De Rosen's associates plainly heard the din and noise of the triumphant people. Bands, drums and horns added volume to the cheers of the noisy populace. Every reveller carried a lantern, flag or transparency. The people have been restrained and calm for so many months that they are pouring out their long pent-up feelings into a wildly enthusiastic celebration of victory. It was Manila, Ladysmith and Santiago nights duplicated, with an Oriental setting.

Hurry Orders at Colon.

Colon, By Cable.—Hurry orders were received yesterday to embark a battalion of marines on the Prairie. A special train left Colon this morning and returned at noon with the 450 marines who were encamped at Bas Obispo station on the Panama railroad.

The Prairie's boats were kept busy all day embarking the camp fittings, baggage, stores, etc., and this task is not yet finished. Major Lucas will command the battalion and the Prairie will sail under sealed orders. It has leaked out here that the marines are destined for Santo Domingo. Only about 100 marines now remain at Bas Obispo.



MAP OF THE SCENE OF HOSTILITIES BETWEEN JAPAN AND RUSSIA.

the Japanese are right in their demand, as the Russians took advantage of the clemency of the Japanese in returning to the harbor, then taking refuge on the foreign vessels and refusing to surrender, whereas the Japanese fleet refrained from sinking them in the open sea as they could have done.

A magnificent episode in the battle was the second sortie of the two Russian cruisers. With bands playing the national anthem, the international fleet loudly cheering the bravery and gallantry of the Russians, the Varig and Korietz faced the Japanese fleet in what was certain death. The positions of the wreck appear to be such that it will be easy to recover the guns. The Russian losses were one officer and 40 men killed and 464 wounded.

Two Killed; Seventy-five Injured.

Cumberland, Md., Special.—Two persons were killed and about 75 injured, 25 of whom were seriously hurt, in a trolley car accident in Frostburg Sunday. The car ran away on a steep grade and crashed into a telephone pole. The dead are: John Gough, of Millard; J. J. Ross, of Laconing.

Gorman's Challenge.

Washington, Special.—In the report on the naval appropriation bill made to the House by Chairman Foss, of the naval affairs committee, the gauntlet thrown down by Senator Gorman in his announced policy of internal improvements in place of naval construction, is taken up with vigor. The report says:

"If we judge public sentiment aught it is in favor of the continuance of the policy of building up the navy. If we stopped now we would be left behind the leading countries of the world."

"The American people are not willing to lessen their influence on this hemisphere, nor forsake their interests on the other."

1,800 Reported Killed.

Nagasaki, By Cable.—Six Norwegian steamers chartered by a Russian naval contractor have been captured. The vessels are the Lena, Activ, Sentis, Seirstadt, Argo and Hermis. They carried coal cargoes. The Hermis arrived here Sunday and under convoy of a cruiser. It is rumored that 1,800 Japanese soldiers have been killed, presumably by the sinking of a transport. Disturbances are reported in Seoul.

New Steamship Service.

Boston, Special.—Announcement was made that a new steamship service had been inaugurated between the Mediterranean ports and this city. The steamers of the new line are all under Italian registry. On their outward trips they will not load here, but will proceed to New Orleans and Galveston, where they will load cotton, provisions and general merchandise for Mediterranean ports.

Judge Brewster Dead.

Danbury, Conn., Special.—Judge Lyman Denison Brewster, a jurist of national reputation, is dead at his home in this city Sunday. He was a charter member of the American Bar Association. From 1890 until the beginning of the present year he was chairman of the committee on uniform State laws. The uniform divorce law, which is expected to be adopted by nearly every State in the Union, was drafted by Judge Brewster. He was associated with Joseph H. Cheate, now United States ambassador to England, in breaking the will of the late Samuel J. Tilden.

Turks Attacked.

Berlin, By Cable.—The Frankfurter Zeitung Salonica correspondent telegraphs that a Bulgarian band, numbering 100, has been attacked at Dehumbala by Turkish frontier guards, who were reinforced by two companies of infantry. The battle, the correspondent adds, lasted a long time and the Bulgarians fled at night, leaving twelve dead on the field. The Turkish loss was one man killed and two wounded.

TEN RUSSIAN SHIPS SUNK.

Japan Strikes Hard and Fast—The Japanese Did Not Lose a Ship.

London, By Cable.—Baron Hayashi, the Japanese minister here, has received official confirmation from Tokio of the destruction at Chemulpo, of the Russian first-class cruiser Variag and the third-class cruiser Korietz. The text of the official dispatch received by Baron Hayashi is as follows:

"On Monday, a Japanese squadron escorting transports met on the way to Chemulpo, Korea, the Russian gun-boat Korietz, as the latter was coming out of port. The Korietz took up an offensive attitude towards the Japanese vessels and fired on the Japanese torpedo boats. The latter discharged two torpedoes ineffectively and then the Korietz returned to her anchorage in the port.

"Early in the morning of Tuesday Admiral Urik, commanding the Japanese squadron, formally called on the Russian warships to leave Chemulpo before noon. The admiral added that if his demand was not complied with he would be compelled to attack them in the harbor. The two Russian warships left the port at about 11:30 a. m. and a battle ensued outside the Polynesian Islands. After about an hour's engagement the Russian warships sought refuge among the islands. Towards the evening the Russian cruiser Variag sank and about 4 a. m. today, Feb. 10, the Korietz was reported to have also sunk, having been blown up. The officers and men of the two sunken vessels sought refuge on the French cruiser Pascal. There were no casualties on the Japanese side."

A summary of the losses sustained by Russia in the first 24 hours of the war with Japan shows that 10 Russian warships were placed out of action in one way or another and that the Japanese did not lose a ship. The losses were as follows:

- Battleship Retvizan, torpedoed and beached at Port Arthur.
- Battleship Cazarevitch, torpedoed and beached at Port Arthur.
- Battleship Poltava, hole below water line at Port Arthur.
- Armored cruiser Boyarin, disabled by Japanese fire at Port Arthur.
- Cruiser Pollada, torpedoed at Port Arthur and beached.
- Cruiser Novik, hole below water line at Port Arthur.
- Cruiser Askold, hole below water line at Port Arthur.
- Cruiser Diana, hole below water line at Port Arthur.
- First-class armored cruiser Variag, destroyed at Chemulpo, Korea.
- Torpedo gun vessel Korietz, destroyed at Chemulpo.

Manifesto of Nicholas.

St. Petersburg, By Cable.—The Official Messenger Tuesday morning contains the following:

"Supreme Manifesto: 'By the grace of God, we Nicholas, Emperor and autocrat of all the Russians, make known to our loyal subjects:

"In our solicitude for the maintenance of peace, which is dear to our heart, we made every exertion to conserve tranquility in the far East. In

these peaceful aims we signified our assent to the proposals of the Japanese government to revise agreements regarding Korean affairs between the two governments. The negotiations begun on this subject were not brought to a conclusion and Japan, not awaiting the last responsive proposal of our government, declared negotiations broken off and diplomatic relations with Russia dissolved. Without advising us that a breach of such relations would mean the opening of warlike operations, the Japanese government ordered its torpedo boats to attack suddenly our squadron in the outer harbor of Port Arthur. Upon receiving reports from the Viceroy of the far East about this, we immediately commanded him to answer the Japanese challenge with an armed force.

"Making known this our decision, and with firm expectation of aid and reliance upon the unanimous willingness of all our loyal subjects to stand with us in defense of the Fatherland, we ask God's blessing upon our stalwart land and naval forces.

(Signed) "NICHOLAS."

Libel Suit for \$30,000.

Pensacola, Fla., Special.—A libel suit for \$30,000 was filed in the United States Court here by John H. Thompson, administrator of the estate of Jefferson Davis, of Mobile, Ala., against the Linea de Vapores Serra, a corporation known as the Serra Line of Steamships of Bilbao, Spain. The suit also named the Spanish steamer Vivina, one of the vessels owned by the firm and which is now in port, and the vessel was taken into custody by the United States marshal and is held.

The suit is brought on account of the death of Jefferson Davis in Mobile harbor several months ago, while it is said, he was at work on the steamer Alicia, also owned by that company.

Starch Factory Burned.

Oswego, N. Y., Special.—Fire which started in the chemical room of the Corn Product Company's starch factory threatens the destruction of the whole establishment. Aid has been requested from Syracuse and three engines have arrived from there. The plant is the largest starch factory in the world. The loss will not be less than \$500,000.

Addressed Virginia Committee.

Richmond, Va., Special.—Colin McIsaac, commissioner general of the Lewis and Clark centennial exposition, Oregon, addressed committee of both houses of the Legislature in behalf of the enterprise he represents. It is desired that Virginia shall take special interest in the exposition referred to, Lewis and Clarke both having been Virginians.