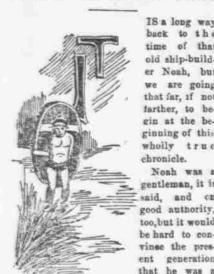
FROM ARK TO LINER.

History of the Development of Rapid Transit on the Sea.

RUDE CRAFT OF THE ANCIENTS.

Application of Steam Through Paddles, Screws and Twin-Screws.

LOWERING THE ATLANTIC RECORD

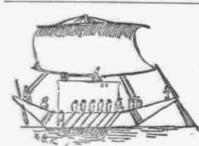


buck to the time of that old ship-builder Nonh, but we are going that far, if not farther, to begin at the beginning of this whoily true chronicle. Nosh was a gentleman, it is good authority

said, and on too, but it would be hard to convinee the present generation scholar or he

would have hesitated before casting himself adrift on an illimitable sea in a vessel lacking both steering apparatus and motive power. At this late day, however, there is really no good reason to condemn his action inaxmuch as he and his menagerie landed safe eventually, more as a result of good luck than management, it is generally believed, Whether it is perfectly proper or not to

assume that the ark was the best thing in the way of a ship that could be constructed of the North. at that day we have no means of knowing beyond question, but the supposition is that it was, and were it so it is certainly no severe reflection on the knowledge of the time, when it is remembered that up to within very recent times sea-poing vessels were built on nearly if not quite as unique lines as those of Noah's craft. And it may even be asserted that there has been as great an advance made since the introduct steam as there had been in all the thou-



With Sails and Oars. sands of years required to develop steam vessels from log-rafts and coracles. IN THE BEGINNING

What a curious and interesting development that was, too. One can, in the mind's eye, almost see the pre-historic man at work constructing strange and wondrous craft from various woods, skins, etc. The first diffi-culty when finished, most probably, was in getting these affairs to float; then came the ecessity of propelling power, which was formed in a plain, ordinary, every-day have been the first to reduce the steam enstick, or punt-pole, as it would be called gine to actual practice. As early as 1737, nowadays, and then eventually came the he published a pamphlet describing his first rude sail, the virtue of which was as stern-wheel boat, accompanying it with an like as not chanced upon. Time goes on, engraving, here produced. and the ever progressive human gradually increases the size of his boats till the sails | wheel boat, although the virtue of the screw and oars are not able to move them; then, no propeller was known early in the history o doubt, addition after addition was made to steam. The actual inventor is not known, the size of the sails and oars, till the boats although he who first reduced the invention other long while to strike a happy medium. | that man was John Stevens, of Hoboken,

could not carry them, and then it took an- to practice should be given the credit, and Century followed century and still the N. J., who built a steam propeller two years ship builders made no progress if we ex- before Fulton, who has the credit of inventcept the adoption of rude forms of art in their shapes and decoration. To this there | boat the Clermout, the idea of which he appeared to be no limit. Previous metals is said to have borrowed from Symington's and jewels were lavished upon them. The steamer Charlotte Dundas. most splendid silks of Sidonion looms However, the first practice were made up into sails, and drapings of in the way of a thorough steam vessel was

until they were enabled to navigate the Mediterranean and reach the western coast of India. The Phonicians were also among the first to improve their shipping, but the most rapid advance of all was made by the people of Tyre, who, to counterbal-ance the unproductiveness of the soil of their country, laid the seas and the sur-rounding nations under tribute. However, the best of ships of this time were quite

water only breast high.

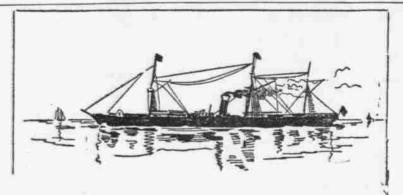
As in most cases of progress, necessity urnished the incentive for vast improvement in ships. The Norsemen, who had the wild Atlantic seas to contend with, made their vessels smaller than those of other countries, but they were stoutly constructed. In these the hardy men of the North made longer and more venturesome voyages than had ever been known before, and this bility joined to their well-known ferocity them the terrors of the seas. They sailed boldly into the unknown Polar seas; they reached, it is believed, the shores of the New World, and at every opportunity made the inhabitants of the coasts visited by them pay dear tribute for their visits.

Well the English feared the bold viking

pacity of the screw propeller, although as before stated, it had already been in use. England, however, was so far behind that upward of 40 vessels of this kind were plying American waters before that country became aware of the ad-vantage of the new propulsive power. The Robert F. Stockton, which crossed the At-lantic in 1839, was the first screw steamer to make the venture; while to-day not a single paddle-wheeler crosses that ocean. In the small and continued to be so for many centuries; so small, indeed, were they that it was the general custom to beach them every winter, and early writers speak of the sailors as debarking from the largest vessels in water only breast high.

As in most cases of processes as described by the sailors as debarking from the largest vessels in water only breast high. tioning was the Scotin, which made the At-lantic passage in 8 days and 28 minutes in 1870, but from 14 to 16 days was the average for a number of years, which was reduced gradually in the '50's to about 11 days.

DOWN TO NINE DAYS. Suddenly the magnificent Cunarder, Persia, appeared on the scene, and with its 3,600 horse power engines smashed the record down to 9 days and 21 hours. This time continued to be improved upon until



THE MODERN GREVHOUND

buccaneers that followed Sweyn, the Raven NO ATTENTION TO SPEED.

But, during all this time but little attention was paid to rapid navigation, the sen-man being perfectly satisfied if their wretched old tubs remained on top of the water, and in fair weather made progress in some way or another, for it was not until the middle of the fitteenth century that the bowsprit-that invaluable addition to the sailing power of a vessel-was invented. From that time on the history of ship building resolves itself into a history of discovery of the various individual parts that added so much to the sailing power and speed of vessels. In Henry VII.'s reign the cumbrous and practically useless fourth mast was done away with; then the high bows and sterns fell gradually into disuse, as it was found that they were impediments to rapid sailing and of little use in rough sens. In the sixteenth century cutter-rigged vessels were in use on English waters, and still greater and more rapid progress was made during the following 100 years; but it was ot until the introduction of steam and coustruction of iron vessels in the present century that the science made its most wonder-

It must not be understood from the above that steam as a motive power was as yet un-discovered. Its possibilities were known to the ancients and its practical application described by Hero 130 B. C. Roger Bacon experimented with it as early as the fourteenth century, and Blasco de Garay constructed a rude steamboat at Barcelous in 1543, as did also a little later Papin in Germany whose craft awakened such superstition that it was destroyed by the populace.

FIRST IN ACTUAL PRACTICE. Jonathan Hulls, of Liverpool, seems to served, his idea embodied that of a stern ing steam navigation in his paddle-wheel

However, the first practical demonstration



JONATHAN HULLS' STEENWHEELER.

was used for benches, the cars, when they used them, were made of the "oaks of Bashan," the masts of "cedar of Lebanon." Over all, fantastic forms were given to the craft itself by the artist ship builder, ranging from the graceful swan head of Cleopatra's sumptuous gondola to the fierce iragon-beaded war ships of the followers of

> Seventy ells and four extended On the wave the vessel's keel; High above it, gilt and splendid, Rose the figure head precious, With its crest of steel.

THE BOATS OF MYTHOLOGY. Was it any wonder that to people who observing the properties of the sail, could not understand the cause or source from whence that power came, should weave around the bird-like boats a supernatural agency. Why should not the gods have wondrous stormbonts to cross from Asgard to Jotunheims? Ugalfar, a boat that had neither rigging, helm nor our, but, like Hia-watha's cance, understood men's speech. Skidbladnir, another, that could hold all the Tentonic Olympers and a terward be folded up and carried in the hand like a garment; or Ellide, one that grew bigger of itself to hold good men and true, and moved without regard to wind or current. Thus it was that the ship became an honored factor in the religious of old. At the time of the great Papathenaic festival in Athens the ship of the goddess Athene, patron of the City of the Violet Crown, was carried in solemn state to the temple. In the worship of Isis a vessel, often of great size and lader with the first fruits of the year, was borne to the shrines of the goddess, and in some parts of Catholic Europe, even at the present time, the ship, or a vessel symbolical of it, is carried in honor of the Virgin.

As to wno were the first shipbuilders,

Charnock, whose "History of Marine Architecture" is universally accepted as an authority, very intelligently observes that "it would be a fruitless attempt to investigate not merely the first inventor of marine architecture, but even the country or quarte of the world from whence the science derived its birth or origin. It may be conjectured that the spirit of enterprise dis-played itself at one and the same time in a variety of quarters and districts."

THE EGYPTIANS AND PHŒNICIANS. The first use of ships or vessels of more pretension than the primitive raft or coracle seems to have taken pisce among the Egyptians, who improved their small Nile steam navigation on the seas. John Ericsboats, made of scantha or Egyptian thorn, seems to have taken place among the Egyptians, who improved their small Nile

works covered all that was likely to offend | the Atlantic under command of Captain the eye of the fastidious and grandeur lov- Stephen Rogers in 1819, the passage from ing ancients. Ivory in untold quantifies Savannah to Liverpool occupying 22 days. was used for benches, the cars, when they steam navigation, so far as rapid transit was concerned, had any advantage over the sail-ing vessels, for it must be said that in those days the packet lines had reached such perfection in the construction of their vessels that the speed of the steam vessels was often surpassed. Then the great difficulty in the way of fuel storage had to be met with, as for example, the famous old steamship Lafayette, registered 3,000 tons; her machine



upward of 1,000 tons of enal, so it may b imagined how much space was left for the

THE SCREW PROPELLER. But genius was already at work. In a short time afterward the screw propeller and compound engine were adopted; the former giving greater speed with a given power, and the latter vastly greater power with far less fuel. At the same time iron began to be almost universally employed in the construction of steamships, which must also be considered as an important element

ber of the following year, made it in 2 hours and 50 minutes less than that again. Then the Germanic came again with a record of 7 days, 11 hours and 37 minutes, followed once more by the Brittanic, on August 10, 1877, in 7 days, 10 hours and 53 minutes. This remained the record for nearly two years, when the Guion liner, Arizona, cut it to 7 days, 9 hours and 23 minutes. This was lowered by the Alaska, of the same line, during March, 1881, to 7 days, 6 hours

and 43 minutes. This was the record until September 12, 1882, when the Alaska fairly took the breath of nautical men by recording the marvelous time of 6 days, 18 hours and 37 minutes. This in its turn was the record for about two



years, when the same company brought out the ill-fited Oregon. This vessel let Queenstown on Saturday, April 13, 1884, and her passengers spent the following Saturday night in New York City, having made the run in 6 days, 10 hours and 10 minutes. Then the Cunard Company brought out the Umbria and Etruria, the first named crossing in 1888 in 6 days, 2 hours and 22 minutes, and the Etruria in half an hour less. But faster vessels than they were being completed. The Inman ners, City of New York and City of Paris. are now the ocean greyhounds. Both are famous ships, and are worthy of special attention, because they mark a new era in fast

shipbuilding.

THE TWIN SCREW IDEA. The idea of twin screws is as old as steam navigation, but these two ships are the first applications of the principle to ocean packet service. The City of Paris was the first to demonstrate its ability. Leaving Queens-town on July 25, 1889, she arrived at Sandy Hook in 5 days, 23 hours and 10 minutes. It can be imagined what a great stir this performance made, but this was not the very best that this wonderful ship could do, for, going back to Queenstown, she started again for New York like a whirlwind, pounding the record down to 5 days, 19 hours and 18 | England yet, to make things fair and minutes. This great voyage was completed on August 28, 1889, and remains the record.

There are many of the opinion that these fast ships are dangerous. This is a great error. The truth is that the swiftest vessels are the safest, as it is possible for them to have a hole punched in the engine room or bulkheads and still float. Therefore, if Apostoloff, the Russian engineer, or anyon else, can make the wonderful vessels claimed by them, they will find many ready to run the risk of a voyage, secure in the belief which has held good in the past, that there is less danger on the sea than there is in shore traveling. W. G. KAUFMANN.

AFTER DINNER BEER. Coroner Finds a Case Where It Would

Have Saved Life. Newcastle (Eng.) Chronicle.] Dr. Churton, of Chester, held an inquest evidence showed that Berrington ate a very hearty Christmas dinner, and next morning was found dead in bed. In reply to the Coroner, the master of the workhouse stated that the guardians had passed a special resolution refusing beer or other alcoholic stimulants to the inmates on Christmas Day. The Coroner said it was quite unnecessary pursue the inquiry further. For reasons best known to themselves the guardians had departed from the usual arrangement al-

lowing beer to the Christmas dinner, His own impression was that instead of doing harm, a little alcoholic scimulant was beneficial in assisting to get rid of a heavy meal. In his experience he had known many mistakes made by persons who held extreme views on the use of stimulants. What were the good things of earth sent for unless to be enjoyed in moderation? Did they mean to tell him that a glass of wine or beer would hurt any living man? Certainly not. In fact, stimulants, he knew from a very long experience, had been the means of saving thousands of lives. They were cially beneficial in cases of weak action of the heart. He had known teetotalers who

were inordinate caters. He remembered a case in Naptwich where a man, a testotaler, went home at night and ate an enormous supper. Next morning he was found dead in bed. The enormous quantity of food had filled the stomach, pressed upon the heart, and prevented an upward flow of blood. Because in that case he (the Coroner) expressed the opinion that a glass of beer would have saved the man's life he was severely criticised. Extreme men carried this kind of thing sadly too far. Verdict: Death from natural causes. HOW TO MAKE WILLS. Bessie Bramble Rejoices in the Re-

REFORM OF BARBAROUS LAWS. Struggles for the Rights of Married Women as to Property.

cent Court Decision.

DIVISION OF THE W. C. T. U. WORKERS

IWRITTEN FOR THE DISPLACE ! The recent decision of the Supreme Court on the disputed will of Mrs. Harriet Knox, of this city, shows a state of affairs in law which indicates that a quiet, yet sure, revolution is going on-or perhaps we should call it a result of evolution-a process of growth or development from the barbarisms the past. Making a will has been heretofore considered, by most people, as a most serious and momentous affair. Most men shrink from it, neglect it, and put it off until the time comes when the approach of death urges them to its performance. Many others regard making a will with superstitious fear, as though writing what they desire to have done with their property when they themselves no longer need it, or can control it, is to invite the presence of the Grim Reaper, whose name is Death, with his inevitable and dreaded sickle. Others drive away all thoughts of the future-will not think of what may happen when they have left their old familiar haunts and chorished friends-and dismiss the thought with the remark that the State makes a good nough will for them. Most of the dislike, neglect and deferring

of this important matter comes, it is likely, from a feeling against going through the forms and legalities supposed to be essential orms and legalities supposed to be essential —the ridiculous phraseology and absurd verbiage as to "whereases," and "aforesaids," and "herebys," long and intricate sentences impossible for the ordinary mind o follow, and a lot of Latin words and senences that the common man knows nothing thout. The willmaker, in such muddle of law, imagines that the expert, deemed neces sary on the occasion, will make it in accordance with his wishes, but the facts are quite iten the other way. Even those profoundly learned in the law-men who have achieved great reputation in its practice-have not been able to write their own wills in such consonance with the laws that their testanents cannot be broken, as witness the late Samuel Tilden.

IT MEANS A GREAT REFORM. But the late utterance of the Supreme Court of Penusylvania has made it clear that a reform has been instituted—an advance in public opinion has been made— that the removal of a mass of ancient rubbish has begun and that the judges of to-day are guided by the light and knowledge of the present, rather than by the prejudices and limited intelligence of the past. This decision seems to affirm that people with property to devise need not necessarily sum; mon a lawyer nor call upon witnesses, nor g through all the legal forms and confusing verbiage hitherto by many deemed casential, but they can, in the quiet of their rooms and the clearness of their own reason and wishes, make a will in their own language that will stand as well in court as if it oc-cupied whole pages of legal paper and had been drawn up by the best and most expen-

sive of lawyers. The will of Mrs. Knox, signed "Harriet," and signifying what she wished to be done with her real and personal property has been decided by supreme authority to be as valid and lawful as though it had been written by the most learned lawyer, with two good witnesses to the signature, and full f formulas and legal terms and intricacies in which the profession seem to take such delight. This decision, it is said, has worere seems to be no evil result in sight to be apprehended.

REPORMS COME SLOWLY. Although abuses of the law are so many, and are admitted by the most eminent members of the profession, and lawyers disagree with as much serimony, and perhaps as little knowledge and common sense as do the doctors on the cure of disease, it is surprising how little they do in the way of reform ing what they know to be unjust and iniquitous. "Law and equity are two things," says Colton, "which God hath joined, but which man hath put asunder." Judging by the length of time it takes a re-form to materialize as a law, it would seem as if the legislators and lawyers had no time to think of equity. It is related by Lord Campbell that the English law debar ring prisoners in capital cases from the privilege of counselors for defense—while in the smallest of money cases they were permitted-took nearly two centuries to reorm, and he was ashamed to say that the last opponents to its repeal were almost all of the judges, who predicted all manner of evils from this daring innovation. It is a still more remarkable fact, as related by Herbert Spencer, that the most brutal and unjust legislation as to marriage and wives. which disgraced the statute books of English law for 10 or 12 centuries, was not reformed until within the last 20 years—and, it may be said, there is plenty more left to reform in

RIGHTS OF A MARRIED WOMAN.

But with all of England's boasted lawyers, profound judges, grand chancellors-sitting in all their dignities of woolsacks wigs, and gowns-with all her wealth of learned men and philosophers, and throngs of famous clergymen and saintly bishops and eminent poets, writing, thinking, preaching, poring for centuries over the rights of humanity, the promotion of justice, the common good—it yet remained for the State of New York to pass the first law that permitted a married weman to hold property in her own right, and be invested with the power to make a will. In a late history the story of this piece of legislation and the tremendous evils predicted of it by many mournful opponents is told. It seems that in that State there were many among the old Dutch aristocracy who had a vast amount of wealth to devise in the shape of lands and personal property, and as dissipation at Nantwich workhouse, yesterday, on was then more common than at present, and George Berfington, an aged inmate. The married women were not allowed to hold married women were not allowed to hold either property or children under the law they were constantly facing the fact that the fortunes they had so carefully accumulated might, through a daughter's marriage, fall into the possession and under the con-trol of dissipated husbands, and be subjected to the risk of being wasted in riotous living, with the evils of poverty in reserve for those loved ones who were best entitled to its use. Some flagrant cases of just such doing ex-cited much thought and talk, and the care-ful old fathers, with wise selfishness, turned in with the reformers, and pushed the bill of '48 to a successful conclusion.

A JUDGE FATHERED THE BILL. To the credit of the profession of the law, Judge Fine, a member of the bar, who had occupied the bench, and had a daughter to protect, was not as oblivious to justice as the army of English bigwigs. He was the father of the bill, and was determined to push his radical and extreme measure, even if it shook up the old system from the foundation stones. Odd to relate, the strongest opponent was a lawyer of matured years and wide learning, but he had never had a wife. The bill went through, and ever since the old Blackstone code. ss regards women, has been gradually undermined. Pennsylvania was not much behind, with

Jane G. Swisshelm's pen to portray a special case, saying nothing of her own. She does not give names in her history, but says a young German merchant of East Libsays a young German merchant of East Lib-erty married the daughter of a wealthy farmer, who was furnished by her father with a splendid trousseau for those days and the furnishment of the house. She died very soon after marriage, and, not knowing they were not hers, bequeathed these to her sister, who had nursed her through her illness. But the husband through her illness. But the husband claimed everything, and there was no law

to prevent it. He put all the things up at "vandue," as the country folks called a public sale, in order to turn them into oney-although her father had offered to money—although her father had offered to pay for them privately, as her family wished them as souvenirs. The case stirred up the people, and roused public opinion, and with the same reason existing and being promulgated all over the State as actuated the people of New York, a law to the same effect was passed in the same year in Pennsylvania. History records that here in Pittsburg and other parts of the State such serious opposition came of the State such serious opposition came from the bench and bar that Mrs. Swisshelm

was herself irightened. But the first one to congratulate and cheer her was a young lawyer named Edwin W. Stanton, who became the great "Iron" Secretary of War in

THE HISTORIAN'S GRIEVANCE. Mrs. Swisshelm's own grievance was that her mother had bequeathed her some prop-erty, and that it was the intention of her husband to turn it into money to use as he pleased. This the law gave him the right to do. The money he intended to put into improvements upon his mother's estate at Swissyale, while his wife would not be personally benefited to the extent of a dollar. But there is much yet to be done in this country to secure justice, and it behoves women to move in this matter for themselves, as did the radical sisters in 1848. Even in New York, which took the lead in this first great reform, it is yet true, as Mrs. Deverous Plakes which the Lagrantian of the security of the secu Devereux Blake related at the International Council, that an honorable wife has no legal claim upon her own child—that her husband can will it away from her before it is born, if he chooses. This seems incredible, but it is a matter of legal fact. A man who is a tyrant may take just such means to make his wife wretched under sanction of law. It has taken a long fight in the Massachusetts Legislature to secure to a widow the right to a place in the family burial lot. Although a woman's place is asserted constantly to be at her home, yet, under Mrs. Blake's study of the legal disabilities of women, she found that in more than half the States a wife has no legal home, and has only the right to remain "40 days" after her husband's death in his home without being charged with rent by his estate. At the same council she related that it took the strong-minded women of Massachuserts 11 years of hard work to secure to married women, in that enlightened State, the ownership of their own clothes.

CHANCE FOR IMPROVEMENT YET. These instances show that while in the earlier centuries of the Christian era it took hundreds of years to secure reform in legis-lation, yet even in these days of widely diffused knowledge and intelligence it takes time and work, and a vast deal or both, to move legislatures to consider equity in their enactments, and to weaken the opposition of those who by virtue of brains and capacity should be most likely to discern their

The good man who claims that the State The good man who claims that the State makes a good enough will for him is cer-tainly not familiar with the law, and the fact that upon very many widows its hard-ships and grievances fall with a crushing weight at a time when sorrow makes them least able to bear them. In numberless cases, especially where estates are small, the law is positively inhuman. However, let us think upon our present

nercies, and urgently search for more with persistent effort. For many of the sisters the promotion of temperance leads all other labor in the line of reform. This is a noble and arduous work, to which they have devoted all of their energies, moral support and the power of organization

THE W. C. T. U. TROUBLE. But in this grand body, working for a ion cause, it seems and that secession should arise on the most vital point. The seceding element sets forth its undying devotion to the complete prohibition of the liquor traffic and opposition to politics; but how this is to be effected without legislation, which means politics, they do not say. The workers intend to press earnestly for the adoption of a local option law. To do this in which the profession seem to take such delight. This decision, it is said, has worried some of the lawyers a good deal, but against license. How are they to secure there seems to be no evil result in sight. that popular vote when of the citizens are permitted to vote? They propose to work for temperance exclusively, and refuse the use the very weapon that would be most effective. What they most especially need is to go into politics, and go in with might and main. Every cause needs to go into politics in a representative government. No reform in laws can be effected without politics—not in the narrow sense of the use of that expression but in the broad principle of free republican government which recognizes that the every citizen of a community for the safety, honor, and welfare of all concerned. BESSIE BRAMBLE.

> IS IT A MORTAL MISTAKE? More Deaths Than Marriages Always Reported to the Newspapers.

Albany Evening Journal. To judge from the column of marriages and deaths in the daily newspaper where the law does not compel publication, it would appear that the race is fast dying out. There are generally a dozen or so deaths to a marriage, and as for births, they are indeed like angels' visits in more respects than one. Can it be that the happy grooms of nowadays are ashamed to publish to the world the fact that they have joined the Benedicts? (That is the regulation expression, but it may, perhaps, be better to say "followed the example of Father Adam.") It really does look as though bride and bridegroom were both desirous of concealing a transaction which each has the strongest reasons

for publishing.

The official record—and this, indeed, is often lacking through carelessness-is often difficult to find, and a wile's record of her marriage, or an heir-at-law's record of birth is often depending entirely upon the publication in a newspaper. Not only should the law, as it now does in many States, compel the publication of marriages, births and deaths, but one would naturally think that the parties most interested would be as particular to publish the facts of their mar-riage and the birth of their children as they are to publish the more unhappy circum stances of a death. It is a curious fashion if it is a fashion, this omission of marriage and birth notices, and not one that reflects very much credit upon "the way we live now," as Trollope would say.

DRESSING THE NECK.

Man Hasn't Much Trouble With the Res

of His Body. St. Louis Post-Dispatch.l The man who wants to dress well, and can afford to pay good prices for his clothes, has always more trouble with his neckties and his shirts than any other article of his apparel. He pays his shoemaker \$9 a pair for his shoes, and that tradesman sees to it that his customer's feet are trimly and comfortably booted. He goes to the hatter's, pays \$5 for the latest style Dunlap or Knox hat and walks away, knowing that he has got the best thing obtainable. He strolls into the tailor's where his measure is, selects a piece

But the cravats and shirts, and even the coliars, are quite a different thing. He usually spends as much money on these things as for all the rest, and he doesn't get half as much satisfaction from his outlay.

Language is hardly strong enough to express my admiration of the merits of Chamberlain's Cough Remedy. It is the best remedy for croup and whooping cough I have ever used. During the past 18 years I have tried nearly all the prominent cough medicines on the market, but say, and with pleasure, too, that Chamberlain's Cough Bemedy is the best of all.

THOMAS RHODES.

OVER THE CHANNEL.

Reciprocal Feelings of Contempt in France and England.

MORAL BALANCE OF THE NATION. Brains Count for More in Paris Than London Social Circles.

JOURNALISTS IN FRENCH POLITICS

CORRESPONDENCE OF THE DISPATCH. NEW YORK, January 25 .- Coming seros the Atlantic I read a book recently published in London in which certain manners, customs and habits of two great nations are compared with the spirit of justice that is unusual in these days when the English are given to talking of the immorality of their French neighbors, and the French are disposed to ridicule everything that John Buil indulges in. Mr. Hamerton, the author, seems to have had as his aim the showing to both nations that in spite of appearances they have many points of resemblance, and arter reading his inquiry into the intellectual and intelligent condition of the two people, their ideas, their ways of thinking, of loving and of lying, their manner of making themselves more or less disagreeable to their neighbors, and of misunderstanding virtue outside their own country, I am bound to confess that I think he has made out a very fair case, and the book is worth reading on that account. He deals with the religious question fairly, and admits that it is a common habit for English people to consider France on the high road to perdition, because her people do not keep the Sabbath as it is kept in the United Kingdom, and in stating this he says an Englishman reads his Bible, sings hymns and psalms, and though the quiet of Sunday is fenced in with vigor ous and subtle rules, manages to get drunk and be abusive more frequently than is the case in any other land.

According to the way I look at things, the beautiful edifice of piety that has been con-structed in the "old country" is all lacade, for the wind or current of unbelief that has got such a hold on the continent has not spared Great Britain. There are many English people who pray only with their lips, who have worse books than those of Zola, and who have come to think with Matthew Arnold that the dogma of the Trinity might well be described as "a fairy tale of three supernatural persons." In politics both countries are passing through a revolution-ary period, and the author is a bit sarcastic when he says that the French reactionaries are in the habit of considering England as a model of stability in all things. He does not, however, admit that as to the matter of morals, England is rather hard on France, for I can say without pretending to be angels, the people of this latter country are men, not monsters. The moral balance be-tween the two countries is pretty equal, and there is certainly a great deal less of hypocrisy in France than there is in England The French are frank and open in their expressions, while the English try to dis-semble, and call themselves virtuous, though really vicious. Which is the better

way is a question of taste, race or latitude. PATRIOTIC TO HATE EACH OTHER. It is strange how deeply the national pirit of England is imbued with contempt for the manners and customs of the French a contempt which the dwellers on the Continental side of the channel reciprocate in a most hearty way. Each nation has long considered that in hating the other it is doing a meritorious and patriotic act. I know Parisians who believe that beef is always eaten raw in London, and that Euglish lords and gentlemen pass most of their time in getting drunk and boxing. But the English are quite as stupid in their ideas of marquis or a Paris cook is always represented on the English stage by the thinnest member of the company, and invariably furnishes the comic or the criminal element of the piece while four out of five Johney Bulls firmly believe that vegetable soup and fried froge are the staple articles of food with the whole French nation. For a long while the better thinkers of

both countries have been trying to eradicate these ideas, and it is, perhaps, true that these two neighboring nations are beginning to look on each other with more friendship establishment of equity is the business of and are finding out that there is something worthy of imitation on either side of the channel. English dandvism seems to have taken a pretty good hold on the younger generation of Frenchmen, and the Paris fashious, like Paris actors, cross the channel with frequent and prompt regularity. The hereditary hostility is changing, and while warm triendship may not grow up, it will be necessary soon to descend to the lower ranks of society to find any dregs of the old | I'll fine you about \$25 fur disturbin' the

hatred once so very bitter. MANY POINTS OF DIFFERENCE. But though the two nations may no longer be hating each other, they are still far from resembling each other, and I may say without exaggeration that in nearly everything they are exact opposite. The besetting sin of the English is money, that of the French is vanity. In France a riot is a spontaneous affair, in England the anger of the masses can be purchased with gold. In the most tumultuous elections of Great Britain there is much of the farcial, and those who shout the loudest to-day for the Liberal candidate, will, to-morrow, shout just as loudly for the Conservative candidate if the agent of the latter opens his purse strings more freely. An Englishman will never consent to incur a great dan-ger for a small reward, and riots in London never pass beyond certain limits fixed in advance. A London rabble content tnemselves with pillaging, the rabble of a French city slaughter without pity. In France the amour propre of the populace burst forth in 1789 and led to a duel to the death between new house from that of the Aspinwall homestead, which it will closely resemble in many respects, it being Mr. Rockefeller's design to reproduce that old mansion, but

the people and the aristocracy. The original sin of a French gentleman is affectation, that of an English nobleman is haughtiness. The one wishes to appear kind, the other powerful. An Englishman wants to be supposed rich, and the Frenchman hopes he will be considered witty. In France a respectable man is a man who has a right to be respected; in London a respectable man is a man who has made a for-tune. When wealth becomes the standard of merit, it is easy to fix a man's rank, and that is why social position is so much more vague in France than it is in Eugland.

LIBERTY AND EQUALITY. Both nations have had their revolutions but the fruit of the English revolution was liberty and that of the French revolution equality. In England fashion is pompous; in France it is irivolous. In one country it is a matter of etiquette, in the other of amusement. Fashiouable life is made up in England of anxious pride, low vanity and useless prodigality. It is a constant ex-change of mortifications received and re-turned, and its arrogance and its pedantry render English society exceedingly disagreeable to strangers when they first make its acquaintance. To form a good opinion of the English, it is necessary to have lived of cloth that strikes his fancy, and thinks in their country some time and to have no more about it until the suit is sent to penetrated into the family life of the nation. Genius and wit do not arouse any enthusiasm among the English people. They pre fer, to a poet or an author, a savage or a Hot-tentot. Buffalo Bill had more success as a lion in London salons than ever M. Pasteur could, but not more than Barnum.

In France Hume, Gibbon, Franklin achieved the highest social success in their day, and their company was sought after by the court, and the most brilliant salous of the capital. It is so up to the present day. Men of brain have just as high standing as those who can boast centuries of blood in their veins. But vanity has led to more than one crime in France. Richelieu set a order to kiduap a woman whom he did not love.

A COLD-BLOODED BRITON Bakersfield, Cal.
Mr. Rhodes is a prominent attorney at akersfield.

Still in England egotistical calculations have produced the mest odious results. One day a number of children were playing near a frozen pond. A young man appeared with a pair of skates in his hand, but fearing the A CHAT WITH HOLMES. ice might not be strong enough, he scattered pennies on the surface and sent the children

more sincere, but their sincerity destroys much of the most charming illusions of so-

cial life. A literary man occupies a widely different position in the two countries. In

THE PEN AND THE PRESS.

into the arena: they have been cursed as the

propagators of a sensual and dangerous morality, but it is also admitted that their

Newspaper men of the present day occupy

positions of prominence and political power under the French Republic, such as no En-

glish journalist has ever known. There are

at least 60 men of letters in the new Cham-

ber of Deputies, and several Senators are

the Republique Francuise, and he makes an excellent Cabinet officer. I could name

scores of journalists who deservedly occupy high positions in Franca, and most of them

are welcome guests to the nigness society.
All would be welcome were it not for poli-

JOURNALISM IS PERSONAL.

The strength, the excellence, the promi-

pence which members of the press have

achieved in France is owing to the fact that

over there journalism is personal. Very rarely, indeed, do you see an article in a

paper not signed by some name, and thus,

while gaining money for his work, he gains

increased reputation. The one is just as needful as the other. Personal journalism

makes French journalists stand up for each other. Brethren of the French press do not

abuse their confreres; for, aside from the prospects of an affair of honor, there is an

esprit de corps which induces them to stand

by each other under all circumstances. Fire-eating Paul Cassagnae will thunder

against Henry Maret in the Chamber of Deputies, and will call him bad names only

as a politician; the session over they meet as friends in the lobby, for each is proud of the other as a distinguished journalist.

A BALLOONIST'S HARD LUCK,

He Landed in a Farmer's Yard and Paid

Damages.

"I used to make balloon ascensions in con-

nection with Warner's Circus," said an old

and retired aeronaut the other day, "and one

was new and light, and I got a much longer

Philadelphia Record.1

and carelessly observed:

" "That a balloon?"

Ves Pull hard

fellow stepped forward with:

"Bill! What for?"

"'Yes. Help me pull it down."
"'Are you a ballooner?"

'I have a little bill here, sir.

peace an' contempt of this court!"

with a quarter to spare."

him to take me to town in his wagon. He

had none, and I had hired a rig of a neigh-

bor and was about to depart, when the old

"Damage to cherry tree, 2 shillin's; skeer-

"But I won't pay it," I protested.
"Oh, you won't? Well, I'm a Justice of

"And I was made to realize that the best

THE OIL KING'S MANSION.

His Little Purchase Has Nothing to Do With

fifth street, valued at \$100,000. He has no

his Harlem property.
"My buying land in Harlem has nothing to do with the World's Fair," he said,

not situated where the fair would benefit it much, although the fair will probably in-crease the value of all the land in Harlem."

In reference to his Tarrytown property,

Mr. Rockefeller said that there would be n

radical departure in the architecture of the

THE SHAD AND THE ORANGE.

Modern Fable Without Anything but a Po-

litical Moral.

It is a great pity that the shad, a justly

esteemed fish, could not dispose of his bones

as considerately as the naval orange disposes

of its seeds. The seeds of the naval orange

are not distributed through the fruit, but

are all massed in one corner, where they can

occasion no inconvenience to the orange-

enter. Oh, if it could be thus with the

naval orange, with a view to reforming the

shad in the particular mentioned. But if

the thing can be done it ought to be. Go to the naval orange, thou boneful shad, con-

A FOUR-YEAR-OLD'S THREAT.

sider its ways and be wise.

"It is

laughingly, to a Tribune reporter.

on a larger scale.

New York Tribune.

shad's bones!

HENRY HAYNIE.

out to scramble for them. The ice broke under their weight and they were drowned. He went off to look for another pond, and the law was powerless to punish him. The Autocrat of the Breakfast Table in His Boston Home.

Suspicion and self-interest form the basis of English society, while French society gives forth a constant desire to please and to be admired. The English are, perhaps, HIS PEN-HOLDER OF SWAN'S QUILL.

The Chambered Nautilus He Considers His Best Production.

London he is a nobody, whom society does not wish to know, except to read him. In Paris he mixes freely with the best people, and a man of letters, a novelist or a special PAILINGS OF THE MODERN WRITERS

[WRITTEN FOR THE DISPATCH. :

correspondent is considered an ornament to A few days ago, on invitation, I knocked a salon. He has rank equal to that of the highest nobleman, and he can make himat the door of Dr. Oliver Wendell Holmes. self just as much of a favorite with the pub-lic. In England the intellectual power On being admitted, I at once saw in the hall a slight but attractive-looking old gentlegives place before political power, and a literary man occupies a false and equivocal man, dressed in black and with rare taste, leaning with his back to the baluster of the position. Fashion sometimes gives to him passing pre-eminence, but he is soon lost stairway, drawing on a pair of slippers. again,in the crowd, like a carnival king de-throned by the arrival of sack cloth and There was no difficulty in recognizing the quaint, pleasant face as that of Dr. Holmes. He informed me that he had just returned from his usual walk. The doctor walks It is easy to see the great part that French writers have taken in all social movements. In the eighteenth century a galaxy of elo-quent and bold writers threw themselves long distances, always with his back to the wind to avoid pneumonia, returning on the street cars.

We were soon speaking of Ann Arbor, which I suggested might sometime become

the literary center of the country.
"Yes, possibly," returned the doctor; "and again it may be Milwaukee; yet, in a counwritings produced much real kindness of feeling, and are inspired by a profound philanthropy to which humanity is deeply indebted. try so large as ours, where culture is becom-ing more and more general, there can be no such thing as a literary capital. At one time Boston was the seat of the ripest scholarship in this country. Of course this is many years ago, before people in general were given to reading and making literature, as at the present time. New York is seekalso of our profession. The Minister of ing recognition as the literary capital, but Foreign Affairs, M. Spuller, is an editor on in vain, for its real interests lie almost wholly in the direction of commerce and money-getting. Why, take Bryant himselft what did he ever write after going to New York which made him a greater poet? I grant he did write some fine poems after leaving Massachusetts; but after all his real fame was the result of such poems as "Thanatopsis," 'Lines to a Water-Fowl, 'his earlier work, produced before going over

there. DR. HOLMES' LIBRARY.

The "Autocrat's" library, or study, is on the second floor of his residence. It is a large room, and from the large bay window, day after day, the doctor can look out upon the broad, fair Charles river and across to Cambridge in the distance. The "Autocrat'a" library is just such an one as anybody might expect him to possess. All the books have fine bindings, and are systematically ar-ranged on handsome shelves, occupying nearly or quite the entire our high walls of the large room. But, as the doctor informed me, the books which here find a place are by no means all that he possesses. Books are to be found everywhere throughout the house, amounting to some six thousand

Near the center of the library stands the doctor's commodious and attractive writing desk, on which may be seen on its burnished rest, beside a crystal inkstand, the gold pen with its swan's-quill holder, with which the poet wrote "Elsie Venner" and the "Autocrat" papers, and in fact nearly all the now famous poems and prose papers which have made their author dear to so many thousands of people everywhere. The other fur-nishings of the study in the way of carpet, chairs, pictures and bric-a-brac, are all that any mortal could possibly desire. But as day I went up from Pekin, Ill. The balloon Dr. Holmes is a man of exquisite tastes in everything, the same will account for all ride than what I expected. I finally dethe beautiful appointments herein described, seended in a farmhouse yard about ten

ESTIMATE OF HIS POEMS. I ventured to ask the doctor which

miles away, my anchor having caught in a cherry tree. The farmer was an old fellow, of his poems he valued most highly, "I think much of 'The Chambered Nautiabout 60 years of age, and he sat reading on his doorstep as I came down. He removed his glasses, put them in their case, put the he answered. "But then I am also purtial my friends, the French people, A French case in his pocket, and then came forward to The Voiceless, and My Aviary, composed, by the by, at the window then (pointing); 'The Silent Melody,' and 'The Last Leat, which Poe liked very much."
"Has 'The Chambered Nautilus' any history connected with it?" I asked, "None whatever." "We got the air-ship down, and I wanted

"But 'The One Hoss Shay'-this has a history, has it cot?" "No, it was merely a random faney of mine, such as often comes to me, and in this particular instance I made use of it."

"How came you to write the 'Autocrat of the Breakfast Table?" I inquired.
"It was soon after the Atlantic Monthly came into existence, and Mr. Lowell had ing my poultry, 50 cents; skeering my old woman, the same; services of myself, \$1. Total, \$2 25, which is mighty cheap, conbeen selected as the editor that he came to me one day and asked me if I would contribute a series of articles to the magazine the Peace, and I'll issue a warrant. My his urgent request I consented to us and the Peace, and I'll issue a warrant. My his urgent request I consented to us an appur is constable, and he kin serve it. the 'Autocrat' papers were the outgrowth of the contributions in question."

WRITERS OF THE PRESENT. "Do you think, doctor, that on the whole, the work of the present generation of writers has the lasting qualities of the old school way out of it was to come down with the amount of his bill, and luckily I had it, to which Cooper, Irving and Hawthorne be-

longed?" "I rarely ever read anything in the way of modern fiction; I have no time or inclination for it, but am very much disposed to favor the older writers. In their special lines Cooper and Hawthorne have no equals. As the World's Fair.

New York Tribune.1

William Rockefeller has sold his country place at Greenwich, Conn., in exchange for land, improved and unimproved, in Convent avenue, near One Hundred and Forty-fifth street, valued at \$100.000. He has no

fifth street, valued at \$100,000. He has no specific plans as to the use he shall make of his Harlem property.

"My buying land in Harlem has nothing for light fiction on the part of the public is to be permanent?"

"No. The people will become surfeited after a time, and will want a change. There may be a return to poetry: it is not improb-able, I think. The trouble is, the most of the poetry which is offered to the world is entirely artificial, and does not satisfy. To all young writers of verse and song I would say, if you would reach the ears of the people, sing from the heart, and you will be heard gladly."

FAME RESTS ON QUALITY.

"Many writers are disposed to write too much. Take the case of Hood. His fame rests almost wholly on much less than a dozen poems; yet the number which he wrote is very large. I think Burns himself overdid the matter. The trouble is with writers, especially after reaching a certain point, they unconsciously write drivel. We shall be remembered by only a very few things, and those, perhaps, the ones we reckened least on. Among my poems I rather think that such lyries as 'Old Ironsides, 'My Aviary' and 'Dorothy Q.' will live us long as any."
"George Newell Lovejoy."

DRESS FOR PROFESSIONS.

We forget whether or not, in any of his county fair speeches, Governor Hill ever suggested that the naval orange should be gra ted on to the shad, or the shad on to the Men Are Getting Tired of Being Branded St. Louis Post-Dispatch.]

The old custom of dressing oneself into a walking advertisement of one's profession is fast becoming obsolete. Some of the loudest dressers are lawyers and doctors who have grown tired of being branded with their avocation. I don't mean to say that ministers, too, are getting to be loud dress-ers, but even they are making concessions that were not dreamed of ten years ago. There is a wide margin for artistic and Birdie Dougherty may be only a miss of four summers, but in repartee she does not propose to even let the principal of our schools get the best of her. Miss Birdie was visiting Prof. Pattison's school a few close of the cut of the garment that makes it could be the color or the cut of the garment that makes

was visiting Prof. Pattison's school a few days ago, when the professor in a joking way said: "Birdie, you must be a good little girl or I will send you home."

"If you send me home," replied Birdie, "when you come to go with sixty I'll and Habitual constipation gives rise to piles and to other dangerous and paintul affections, all of which may be carred by the use of Hamburg Figs, a fruit laxative which even children like, if cents. Dose, one fig. Mack Drug Co., New York. "when you come to see my sister I'll send you home."

As a matter of course after that Birdie re-

it quiet or loud, but the way it is worn.