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PITTSBURG, MONDAY, DEC. 12, 1892.

TWELVE PAGES

NOT YET CREDIBLE.

The Homestead trouble continues to produce sensations, the last and one of the most sensational being the publication of an alleged plot to poison the non-union men employed during the trouble in the Carnegie mills. At present the allegations do not rise above the rank of unverified rumors, and, until supported by definite and more responsible assertions, are not entitled to any degree of credence.

It is difficult to believe that any number of men could deliberately enter upon a scheme of wholesale and cowardly murder as this story relates. The other violent acts in that tragedy are explicable by the excitement under which the population of Homestead labored. For the sake of humanity it is to be hoped that the allegations with regard to this poisoning plot are without foundation.

If the assertions are backed up by any prima facie evidence, of course the matter should be fully probed and exact justice done. Should anyone be conclusively shown to have engaged in such a diabolical plot the severest penalties of the law will be no more than the crime merits.

A REMARKABLE RULING.

The United States courts at present seem to be quite busy with the task of reducing to a minimum the legislation which has been extracted from Congress to check corporate abuses. The decisions by which the inter-State commerce act has been reduced to a nullity have been duly commented on. A later ruling is that of the Western district judge who has just held that the Sherman act against combinations does not apply to railroad combinations.

Considering that the railroad combinations are among the most powerful of their kind, with the greatest power for injury and the least justification for their existence, and that they were declared to be violations of the United States law by a previous statute, this is a somewhat remarkable excuse of the judicial discrimination. It is not surprising that the Attorney General should order the case taken to the Supreme Court. That means of determining whether so singular a decision shall stand as the law is about the least that could be done by an Attorney General, who did not wish to avow himself as a supporter of corporate abuses.

What the Supreme Court says on this point is one of the things on which Tom Marshall's—the Kentuckian Marshall—famous saying as to the limitations of Divine omniscience will apply. But it is worth while to note the fact that, while the corporations have not been very active in popular elections or very successful with legislatures for some years past, they have laid low with signs of fortifying their last citadel. The appointment of judges since the time when the Granger decisions struck the corporations in a heap has been a field that the people have not paid much attention to. But the corporations have; and they have not only done that, but they have judiciously created vacancies by drawing independent Judges off the bench with big salaries as regularly paid counsel. This may not only furnish a theory to explain the recent decisions, but serve to qualify any very sanguine expectations from the appeal to the Supreme Court.

It may some time dawn on the public that if these questions are to be settled in accordance with the public interests there will have to be the most watchful care on the selection of Judges, legislators and executive officers alike for the space of a generation or two.

THE WIDTH OF TIRES.

A movement recently made by the Supervisors of Queens county, New York, with regard to the width of tires to be used on the newly macadamized thoroughfares illustrates at once a step necessary to the preservation of good roads and the indomitable conservatism which objects to it. The rule prescribed was a width of four inches for tires bearing loads of 4,000 pounds or over, and of three inches for loads of 2,000 to 4,000 pounds. As this permits the tires to exert on the roads a crushing force of 300 to 400 pounds per square inch, it is plainly a very moderate requirement. But the farmers could not see it in that light. They at once requested a reduction to three and two and a half inches, on the plea that the greater width would not permit their wheels to run in the car tracks in New York City.

The excuse is a very slight one, as the horse power expended on roads outside the city is many times more than the saving between running a wagon on car tracks and on a city pavement. It is a demonstrated fact that with narrow tires under heavy loads the roads are soon cut up into ruts, while with wide tires the roads are made even better by the roller-like action of the wheels. The actual saving to the farmer by the wider tires is so clearly shown by experience that they are adopted in England and on the Continent as a matter of course. The opposition to them in this country is really an exhibition of provincial ignorance.

The same idea has a practical application to Pittsburg. Our pavements are unnecessarily strained by the transportation of enormous loads on too narrow tires. Cases are known of loads of 20,000 pounds hauled over our pavements on tires of three inches or less. Such loads have been known to actually plow up the pavements when the ground was soft, and undoubtedly increase the wear and tear when there is no actual disturbance. But on tires of eight inches to a foot the action of such a load would be that of a roller and instead of demoralizing a pavement it would make it more solid.

It is time for this country to give to such questions as these intelligent and unprejudiced discussion, instead of judging them by previous and really ignorant customs. The road convention at Indianapolis, by advocating reform in the width of tires, has taken a step in the right direction.

A CONVINCING DEMONSTRATION.

The second of the special articles on the ship canal project, published elsewhere, reduces to a demonstration two points which THE DISPATCH has steadily insisted upon as crucial and conclusive. The first is that the growth of traffic through the economy of the canal would make that enterprise repay its cost, in one form or another, in a very short term of years. The second is that the increase in the higher and more finished products will fully repay the railways for the loss of the lower and primary freights to be carried on the canals.

Both these points are established conclusively from the experience of Europe. The first is the more vital to the public, as the prejudice of the railway interests against the project is so fixed that they can only be convinced of the second by actual experience. But the fact that the canal would repay its cost from tolls if they were charged, and if not that it would pay for itself many times over in the immense increase of traffic, is one of the utmost magnitude. Those who read the article, as everyone interested in the growth of Pittsburg should, will find this point doubly established there. It has been the universal experience with canals in Europe serving a less important traffic than Pittsburg would furnish; and the figures based on the present actual traffic of Pittsburg, without any allowance for its growth, show that the tolls on the canal would yield interest, sinking fund and cost of maintenance, with a margin of $200,000 per annum and a saving $2,100,000 on the cost of Pittsburg's ore alone.

In the face of a possible readjustment of tariffs it is Pittsburg's first duty to develop all projects which will reduce the cost of manufacture. This project is the most comprehensive in its results of any that can be brought forward. The mere instinct of self-preservation should induce Pittsburg to employ all its energies in urging the canal to a speedy realization.

ALLEGING TOO MUCH.

The explanation purporting to come from the English Home Office, with regard to its refusal of a pardon for Mrs. Maybrick, is of that remarkable character that reflects more severely upon that office than upon Mrs. Maybrick. It consists of an allegation that the Home Office was in possession of evidence more clearly establishing Mrs. Maybrick's guilt, but withheld it from the trial, as it did not wish to see the capital penalty inflicted.

This assertion in view of the facts leaves the principles of action that govern the British executive in a very remarkable light. Mrs. Maybrick was put on trial on a charge of poisoning her husband. It is one of the first principles of Anglo-Saxon law that the executive in such cases is only interested in having all the facts brought out and full justice be done. Yet we are told that the English Home Department convicts itself of having withheld testimony in order to gratify its private wishes. On the evidence that was presented, however, Mrs. Maybrick was convicted and sentenced to death. Following this we have the astounding fact that the Home Office, with evidence before it more severe on the prisoner than any that was given in open court, interfered with the sentence and commuted it to life imprisonment.

The remarkable contraction of what would usually be deemed the result of criminal evidence suggests that if Mrs. Maybrick's friends could produce more evidence against her the Home Office would at once grant her a free pardon.

THE FUTURE OF THE WORLD.

The habit of borrowing trouble is common to mankind; but we are sorry to see it pushed to so extreme a form as that manifested in a recent issue of the San Francisco *Chronicle*. That able journal is agitating its soul over the sempiternal question of what will be the fate of the world a thousand years hence. A great many people have occupied their conjectural powers with this problem. But we have not recently seen anyone so thoroughly convinced that in the year 2892 this poor old globe will be in a destitute, forlorn and frozen condition as is our esteemed cotemporary of the Golden Gate.

The argument of the *Chronicle* is that as we are rapidly using up the stock of coal and chopping down the forests of the world the time must come when those species of fuel will become exhausted. Burn up the world's stock of fuel, and the cooking of food and the making of iron must stop, which sad result is emphasized by the assertion that in the same time the supply of iron ore will be exhausted. Moreover, the disappearance of the forests is regarded by our despondent cotemporary as carrying with it a general diminution of the supply of water. So that, all told, our descendants of a thousand years hence will have a very hard time of it.

All of which is borrowing trouble on a group of assumptions which are far from demonstrated. The first is that the world's stock of its present fuel is known and limited. The opposite is the case. The limitations of the coal and iron beds of the world are known over about a quarter of the earth's surface, while the possibilities of new fuels from articles now left to waste are daily hinted at. Beyond that it leaves entirely out of the estimate the advance of knowledge as to new methods of producing heat and power. The calculations of Walthus have been entirely confounded by the increased power of the earth to sustain population under the steam and iron age. Who shall say that succeeding generations will not make even greater advances in discovering and developing new forms of heat and power, hints of which are already given in electricity, if not in the mere questionable etheric vibrations of Keeley? We do not need to indorse that alleged discovery to recognize the possibility that future generations may show advances in the methods of extracting the earth's sustenance far more marked than that of the present century over the dark ages.

Finally our Californian cotemporary may illuminate its darkened view with this consolatory thought: If the time ever arrives when the earth's powers are exhausted, and it cannot sustain as great a population as at present, it will come gradually, and will be accompanied by an equally gradual diminution of population. No single generation will ever be overwhelmed by a discovery of the disaster. But we will hazard the prophecy that the earth ten centuries from now will contain quite as ample a supply of food, fuel and life as that bounteous globe now furnishes to the children of men.

THE fact that the people of Camden, N. J., are roundly condemning Jay Gould for leaving to his sister, who lives in that place, three lots of ground, two houses, $25,000 in money and a life income in addition of $2,000 annually is made the subject of news by the Philadelphia *Times*. Mr. Gould never did pay very much respect to popular opinion, and under all the circumstances the indignation of the Camden people is not likely to worry him much.

THE Congressional investigation of the Reading combination has amassed the usual pile of testimony. It now remains to be seen whether the record will be broken by doing anything to break up the combination.

A MASSACHUSETTS court has decided that a man must pay his fare on a railroad car even if he does not find a seat. This would be important were it not for the fact that the railroad corporations decided that point long ago, and have enforced the decision with much more effectiveness than is accorded to the decision of the courts which the corporations do not like.

WITH coal famines following close upon the heels of blizzards out West the People's party will have to hustle itself to stop that sort of thing, or change its name to one made famous by slang.

NEW YORK CITY is wrought up over the discovery that Boston's famous Tewkesbury Almshouse has been shipping paupers to the metropolis merely to get rid of them. The plan of disposing of the destitute by passing them on to other places is regarded in New York as highly reprehensible—when they come to New York.

PRESIDENT CLEVELAND'S next friends keep on assuring us that there will be no extra session. Which does not at all diminish the howl of the tiger for that sop to his appetite.

THE debate and so-called scientific experiments as to whether noise will produce rain ought to be rendered unnecessary by the fact, which seems to have escaped attention, that the period of the recent Presidental campaign was an exceptionally dry season.

THERE seems to be a promise of some non-partisan legislation this session in the fact that Mr. Oates has already introduced a rule relating to the passage of a uniform bankruptcy bill.

THE Kansas blizzard has occupied a prominent position in the papers of the East for the past few days. But its commendable quality of exhausting its force before it reaches this end of the country has saved us from closer acquaintance with it.

THE prophets of a hard and early winter are obliged to lean very hard on the cold waves of this pleasant December weather for an approximation of verification.

IT is reported that the gas companies of Brooklyn have entered upon a rate-cutting war. This promises profit to the public for a time only. When gas companies fall out the old proverb works until a combination is formed and no longer.

POINTS ABOUT PERSONS.

"GENERAL DRYHENCEFORTH" is what they are beginning to call him down in Texas.

OLIVER WENDELL HOLMES will be invited to write the ode for the opening of the World's Fair.

MR. MURCHISON, the man responsible for the political disgrace of Lord Sackville West, has a beard like that of Senator Peffer.

STUART ROBSON is not only a good actor, but a clever financier. He knows a good investment when he sees it, and has the faculty of keeping money once made.

MRS. EMMONS BLAINE, who is spending part of the winter at Lakewood, N. J., has recently given to the city of Augusta, Me., $10,000 to found a library in honor of her husband's memory.

COUDE HAMLIN, managing editor of the St. Paul *Pioneer-Press*, and Miss Lenora Austin, daughter of ex-Governor Austin, of Minnesota, were married in New York Saturday at the Hotel St. Denis.

ERNEST RENAN has left little private fortune to his family. So much so is this the case that Madame Renan intends to sell the library of her deceased husband at the beginning of next year.

THE Shah of Persia's Ministers disavow all initiative and tremble at any executive responsibility. Imperious, diligent and fairly just, the Shah is in his own person the arbiter of Persia's fortunes. All policy emanates from him. He supervises every department with a curiosity that requires to be constantly appeased, and his attention both to foreign and domestic politics is constant and unremitting.

THIS is the way Ada Rehan is described by her sister, Hattie Russell: "My sister is several years younger than I am, but taller and more robust. She took to the stage five years after I did, and on her first appearance she entered with perfect grace, but after having spoken but half a dozen words she suddenly became too full for utterance, and succumbed, falling flat on her face. She was immediately pronounced by the usually competent judges to be unfit for the stage."

CARDINAL LAVIGERIE, who died the other day, complained latterly that years and grief were crowding upon him, and looked forward calmly to the rest which has now come. It was time, be used to say, to be thinking of the quiet corner in his cathedral at Carthage, where his tomb has long been made. This is the inscription upon it:

> Here lies
> He who was Cardinal Lavigerie,
> And who now is nothing but dust.
> Pray for him.

"Only the date of my death is wanting," he told a visitor with a smile, "I can't well fix that."

The Unplacated Senators.

Philadelphia Bulletin.]

The problem which is now agitating the Democratic mind is how to bring Cleveland and Hill together face to face. The New York Senator refuses to be "placated;" he has purposely avoided Cleveland's presence both before and since the election, and each of the great men declines to make any overtures to the other.

Mrs. Lease and Her Rivals.

Kansas City Gazette.]

Mrs. Lease will not, she says, refuse the Senatorial plum if it is offered her. We know of at least two other men who are in the same boat.

FEARS NO RIVAL.

I'm an enterprising little
Ci-
gar-
ette.
I get there every time,
You just
can
bet.
I can set a boy most crazy,
I can make him weak and lazy,
From my tireless grasp I ne'er will
Let
him
get.
In my pretty little wrapper
I'm
a
pet,
Of the dandy dudes that get
Within
my
net.
Soon I draw out all their mind
Alienate them from mankind.
O, no rival in the business
Have
I
met!

—*Philadelphia Call.*

THE BEST WAY TO TEACH.

[WRITTEN FOR THE DISPATCH.]

—NO permanent advance in morals was ever gained by a campaign of negation. No man ever became genuinely virtuous by the argument of the stick.

Yes; I remember what Solomon said about sparing the rod. Solomon was right. We cannot get along without some application of the rod. But no amount of rod, if there is nothing but rod, will ever work effective reformation. It is not enough to forbid the bad; there must also be persuasion of the good. It is not enough to drive the bad out; the good must be brought in. And it is always true that the best way to drive the bad out and to keep it out, is by the expulsive influence of the good.

It used to be thought that the only way to manage a school was to thrash all the big boys every day. The teacher needed strength of arm as well as strength of mind. College athletics fitted young men to take charge of district schools. The thud of the ruler punctuated the monotonous drawl of the recitations. It used to be thought that the only way to govern a State was to cut off the heads of a score or two of eminent offenders every year; and that the best way to lessen crime was to hang all criminals. Those who were not hanged should be whipped, or thum b-screwed or otherwise tortured. Even in religion the most effective lessons in orthodox theology were taught, so it was believed, by application of burning faggots.

Love a Better Teacher Than Fear.

—BUT we are wiser than our fathers. The best way to teach is to make the lessons entertaining, so that the boys and girls will not learn from fear of the lash but from love of the lesson. It makes a great difference whether the impulsion that drives the scholars on comes from the teacher or from themselves. The purpose of the school is to get the scholars to desire to learn. And this holds true in all kinds of government. The best way to decrease crime is to reform the people who commit crime, and make them into decent citizens. And that reformation will be made effectual not by any reign of terror, not by raids nor jails, but by the providing of new ideals, by the opening of new opportunities, by the conversion of the individual soul.

One of the secrets of the great difference between the upper and lower strata of society, between the rich and the poor, between the saints and the sinners, between the houses of righteousness and happiness, and the houses of disorder, is to be found in a difference of opportunity. The respectable people have had a chance: the other people have had no chance. If the environments had been reversed, and the virtuous had been born and bred like the vicious, and the vicious had been brought up in clean houses like the virtuous, who dares say what reversals would not have appeared in character! A great majority of the people whose lives are but a long game of hide-and-seek with the policeman owe their hard lot to lack of decent opportunity. They have never had a chance.

And the ideal of reformation is to give these people not more law, but more chance; not to emphasize what is bad in them, but to cultivate what is good. If the city would spend in efforts for elevation half what it spent in efforts for detection and detention twice the good would be accomplished. What we want is not stouter cells but cleaner streets, not prisons but picture galleries, not more criminal legislation but more sanitary regulation. Make the city, even in its poorest neighborhoods, a decent place to live in. That will do more to decrease crime than a whole army of policemen.

Higher Levels of Thought Needed.

—IT is along this line, I think, that we must look for adequate solutions of a good many hard problems. The labor trouble, for instance, is not to be adjusted by perfecting legal machinery to suppress strikes, but by getting at what is right and reasonable and just in the complaints of labor and emphasizing that. Indeed, in this case, the heart of the problem lies deeper still. We must first learn that the chief end of man is not the acquiring of money. We must get rid of covetousness. We must se tourselves to thinking along higher levels and accounting the various prizes of life at truer valuations.

There is a good deal of discussion just now about the keeping of Sunday. The Columbian Exposition has set us all to considering that grave question. It will be well, it seems to me, to apply to this matter that wise principle which works so excellently elsewhere. Let us not try to get Sunday kept aright by forbidding people to keep it in wrong ways, but rather by persuading them to keep it in right ways. Our best plan will be to accent the profitable uses of that day of rest.

Mr. Henry Phipps has sent to me from Knebworth House a copy of this year's annual report of the Sunday Society, together with several pamphlets relating to its works.

They are more progressive than we are over in England. We may as well confess it. It is true that they hold with obstinate conservatism to compartment coaches and luggage labels, and other small matters in which we have made improvements. But their cities are better governed than ours. They are a great deal nearer to all that is true in socialism than we are. They will have equal suffrage sooner than we will. And here is the Sunday Society. A great many of our good people will still consider it necessary to hold up their hands against the Sunday Society. Yet in England it has upon its roll some of the best names in the land. Dean Stanley was its first President. Bishops are among its advocates.

English Ideas of Sunday Observance.

—THE purpose of the Sunday Society is to further the right observance of the first day of the week. And since this is so large an aim, and opens into so wide a field, one chief object has been singled out for accomplishment and only one. The Sunday Society is not organized to persuade people to hear sermons or say prayers, nor to spend a portion of the good day in the reading of good books, nor even to get good people to consecrate that day as a weekly festival of good deeds. These matters it is content to leave with the Christian Church. Its members are interested, I doubt not, in getting these excellent purposes accomplished, but they recognize the fact that he who tries to do everything does nothing.

The purpose of the Sunday Society is "to obtain the opening of museums, art galleries, libraries and gardens on Sunday." How much better it is to open good doors than even to close bad ones. And how much wiser to go on and try to make Sunday pleasant and profitable, rather than stand by with a long and frowning face and abuse people who are abusing Sunday! What shall we do on Sunday? That is what we want to know. We are commercial travelers and young men in boarding houses and at hotels, and young women working in offices and people without homes. What shall we do on Sunday? Suppose we go to church; that will not fill up all the day. How shall we spend the afternoon?

A Question That Must Be Answered.

—WE must be taken just as we are. We are not saints. We are not greatly interested in services or sermons. But we are not wholly given over to the devil, either. There is a great deal of good in us. What are you going to do for us on the Christian holiday?

The question must be answered. If the Church is not ready to make answer, the persuasive devil will. There is no lack of places for us to go—not very profitable places, some of them. What can you good people offer us on your side to offset these manifold temptations. The Sunday Society says libraries, art galleries, museums, gardens—get them all open. If it is true that the great need of most people is a chance, let us make Sunday the great day of opportunity. Open all the doors which lead into good places. Have music in the parks and in the churches. Try the Christianizing influences of books and flowers. Make the day a delight.

That is what Bishop Potter, of New York, says ought to be done at Chicago. He is right. The World's Fair has its Sunday uses. Education is a part of religion. If these great gates are shut on Sunday there will be tenfold occupation for those swinging doors that lead past the lights and pictures and the mirrors and the tinkling glasses into the vestibule of hell.

What the Modern Sunday Needs.

—AND what is true of Sunday in Chicago is true also, in a lesser measure, of Sunday here in Pittsburg. I take it that Sunday, like the old Sabbath, was made for man. It was intended to minister to the best interests of the race. All that is good for the uplifting of character has a place in it. The modern Sunday needs enrichment and expansion. It is too narrow, conventional, insists too much that we shall all be made good in the same way. What we need is to emphasize all the best uses of it. That will some day eliminate its baser uses.

I am glad to see that the Archbishop of Canterbury has this idea in regard to the Sunday paper. He recognizes the fact that the thing to do is not to abuse the Sunday paper, but to improve it. Nothing was ever bettered by abuse. The Sunday paper is one day to be one of the most helpful features of the Christian Sunday. Some good blind people will see that presently. The Archbishop of Canterbury has already made up his mind to it. And he has just begun the publication of a series of sermons in a Sunday paper, an example which is to be followed immediately by a dozen bishops. Good for the bishops! That, it seems to me, is sensible Christianity.

GLOOM AT THE WHITE HOUSE.

No Social Events Anticipated in Washington Until After March 4.

WASHINGTON, Dec. 11.—[*Special.*]—Until after the 4th of March society at the capital will be in a condition of gloom at the White House. Though there is a deal of informal visiting between Mrs. McKee and Mrs. Russell Harrison and their friends, all of the formal and brilliant social events usual at this season of the year will be omitted. The great New Year's Day reception, when diplomats, the army, the navy, and all the dignitaries of the Government appear in state, will be omitted for the first time in long years. All of the state dinners and the Congressional and other receptions will be omitted. Following in the wake of their chief, the Cabinet ministers will not receive formally on the New Year, and it is probable the diplomats and the army and navy will not have an opportunity to exhibit their uniforms and plumes and decorations at all. The new administration will make its grand entree during the Lenten season, and while it fasts society will have opportunity to prepare for a brilliant "inauguration" of a new social regime which will efface all marks of the death and gloom that have surrounded the progress of the present administration almost from the beginning, the first and worst catastrophe being the horrible death by fire of the wife and daughter of Secretary Tracy. Three deaths have occurred in the family of Secretary Blaine, and other Cabinet officers have suffered the loss of some near relatives. Within a few weeks of each other Mrs. Harrison and her father have died in the Executive Mansion.

It is doubtful if any former administration exhibits such a record of human dissolution. Whatever may be said of the political change, it must be admitted that "society" heaves a deep aspiration of hope and relief at the prospect of the change, the conspicuous figure in which will be Mrs. Cleveland, than whom no finer personality ever graced the residence of the President.

SHE QUELLED A MUTINY.

Mrs. Annie E. Wilson Resigns as a Customs Inspector.

NEW YORK, Dec. 11.—Mrs. Annie E. Wilson, who has been a matron at the Barge Office and Ellis Island ever since the Federal authorities took charge of immigration matters at this port, and who had been a Customs Inspector since 1877, has tendered her resignation to take effect on January 1.

Mrs. Wilson is the woman who, when her husband died at sea, on the ship which he commanded, and the crew mutined, seized a revolver, drove the sailors back to their posts and brought the vessel safely into port. For this she was highly commended and well rewarded by the ship's owners and the consignees of a valuable cargo.

PARKHURST AND PARKHURSTISM.

DR. PARKHURST is too smart a man to stay down long.—*Syracuse Courier.*

SUCH men as Parkhurst are a disgrace not only to the ministry but to humanity.—*Sacramento Bee.*

NEW YORK'S new word Parkhurstism seems to be very nearly synonymous with extortion.—*Boston Globe.*

THERE seems to be a general impression that even if Dr. Parkhurst's fingers be tarred his character cannot be blackened.—*New York Recorder.*

IT is fitting that the soft answer that turneth away wrath should come from Superintendent Byrnes in the controversy between him and Dr. Parkhurst.—*New York Commercial Advertiser.*

LUCKILY for the credit of humanity, the public authorities in every city except Pittsburg have denounced the inhumanity of these "crusades" and refused to aid in them.—*Chicago Globe.*

BETWEEN them Dr. Parkhurst and Superintendent Byrnes seem to succeed in telling a good many unpleasant truths about New York City in general and each other in particular.—*Cleveland Leader.*

PERHAPS while Dr. Parkhurst and Inspector Byrnes are conducting their newspaper controversy the divekeepers of New York may have a long enough rest from the double blackmailing they have been enduring to get money enough ahead to quit the town.—*Chicago Mail.*

OH, Parkhurst, Parkhurst, talk about something fit for decent ears, or dry up! We have had enough of the stench you carry about. You can't smoke the devil out that way, neither can you purify a pool by stirring up the filth at the bottom. Let it settle out of sight, since you can't remove it, and at least the water above will be pure.—*Wheeling Register.*

SUPERINTENDENT BYRNES was unfortunate in his accusations against Dr. Parkhurst for assailing the police. The same day he defended the New York police against Parkhurst's charges, one of his men was found guilty on a charge similar to that of the preacher. At another time Superintendent Byrnes' righteous indignation would have made a stronger appeal to the people.—*Chicago Tribune.*

Cleveland at His Birthplace.

NEWARK, N. J., Dec. 11.—The citizens of Caldwell, which is the birthplace of Grover Cleveland, are making extensive preparations to entertain the President-elect when he visits Caldwell as he has promised to do before his inauguration. The old house in which Mr. Cleveland was born will be profusely decorated and brilliantly illuminated.

It Ought to Be a Bar'l.

Boston Herald.]

Mr. Cleveland has just invested in a big waste basket, but it may be doubted if its capacity will be found to be equal to the occasion.

Lantern Oil in Quest in Paris.

Buffalo Enquirer.]

Diogenes would die of overwork if he were circulating among French politicians at the present time.

He'll Be Resurrected.

Brooklyn Standard-Union.]

Emin Pasha is reported dead again. Tally, 69.

An Effect of the Landslide.

New York World.]

The price of brooms is advancing. Will this affect the frequency of the clean sweep?

DEATHS HERE AND ELSEWHERE.

James S. McCauley, Turtle Creek.

James S. McCauley died at noon Saturday at the home of his father, Isaac McCauley, of Turtle Creek. His death resulted from a fall on Thanksgiving Day, in which his head was injured. He was unmarried, 45 years old, and was well-known in railroad circles, having been an employe of the Pennsylvania Company from boyhood, up to the time of the riots in 1877. Subsequently he was a passenger conductor on the Pittsburg and Lake Erie Railroad, and in the big wreck at Wampum, in 1889, he was badly injured. A suit against the company for $25,000 resulted in a compromise, the company paying him half that amount. For three years past he has been in Ogden, Utah, and only returned three months ago.

Obituary Notes.

ABBE BENEDICTINE SMITH, who was well known in America, died of pneumonia in Rome.

OUR RECONSTRUCTED NAVY.

Secretary Elkins Submits His Report—He Says We Not Only Equal but Surpass the World—Not Especially New Ships, but New Inventions the Cause—The Delays in Armor Plate Annoying.

WASHINGTON, Dec. 11.—The Secretary of the Navy, in his annual report, sets forth the fact that when the present administration came in March 4, 1889, besides old and obsolete wooden ships only three modern war vessels were in commission. During the administration 19 new vessels, with an aggregate tonnage of 54,832 tons, mounting two 12-inch, six 10-inch, 16 8-inch and 82 6-inch guns, all of which, with the exception of five of the earliest, have been manufactured in this country. Three new steel tugs also have been constructed and put in service. There are in process of construction 18 new vessels certain to be completed, should the arms be delivered, within the next year, of an aggregate tonnage of 93,497 tons and mounting altogether 12 13-inch, six 12-inch, 16 10-inch, 20 8-inch, 32 6-inch, 345-inch and 34 4-inch arms, all of which have been or are to be manufactured in this country.

Development during the past four years has not been confined to ships alone. At the beginning of this administration, says the Secretary, the naval establishment was entirely destitute of certain elements of efficiency. But progress is noted by which the United States has emerged from its condition of helplessness at sea, and by the employment of its own resources has distanced its most experienced competitors. This marks an epoch in the naval development not only of this country, but of the world.

Delay but Better Armor Plate.

Delays in the delivery of armor plate have caused the dates of the final completion of armored vessels under construction to be somewhat later than at first contemplated. The only compensation for this delay is found in the superior quality of the armor that has been recently developed. In connection with the development of nickel steel for armor, the department has undertaken a series of experiments in the application of this material to other purposes, the construction of which promises no less important results that those already attained. If expectations now formed are realized, it will not be long before nickel steel will be extensively used, both in ship frames and marine engines, with marked improvement, both in strength of parts and reduction of weight; while its non-corrodable qualities, already partly demonstrated, point to the probability that it may ultimately present a solution for the harrassing problem of preserving submerged plating of ships.

Coming down to a detailed statement as to armor tests, the Secretary tells of work accomplished; of the tremendous test to which Harvey nickel steel armor plate was subjected in November, 1891, which resulted in improved methods being introduced in the manufacture by the Harvey process, and the final test made July 30 last. It has been demonstrated that the United States in the reconstruction of its new navy, which ten years ago had no existence, even on paper, is enabled to place upon each and all of its armored vessels material the like of which the world had not up to this time seen; and, while vast sums have been spent plating the sides of foreign men of war with inferior material this country will employ for the purpose an armor which not only is far more efficient, but which represents unquestionably, having reference to dimensions and plates thus far tested, the highest development of modern science and a development reached by its own independent efforts. Following our example, the English Government four weeks ago held a trial of new American armor, and it is clear from highly successful results that the United States, instead of being the last in the race in the construction of vessels of war or of borrowing best ideas from abroad, has set an example in this respect which other maritime nations will speedily follow.

The Contractors Making Slow Progress.

With regard to armor plate contracts, the Secretary says neither the Bethlehem nor Carnegie companies are making such progress at present as the department could desire, but both are increasing their output from month to month and the department is now preparing to advertise for proposals for the remainder of the armor required to complete vessels now authorized. When these plants are able to turn out, as will shortly be the case, a full quantity of armor required by contract, the aggregate supply will still amount to only 9,600 tons per annum, or not more than enough for the construction of three battle ships. To provide armor for eight such ships, in addition to those now authorized, would require three years after the fulfillment of the present contract, with works running at full capacity.

In reference to ordnance of the navy, the Secretary makes an extended reference to developments promising greatly improved results, and which points have heretofore been covered in these dispatches in the report of the Chief of the Bureau of Ordnance. Comment is also made at length on the ordnance report as to powder, the manufacture of high explosives and projectiles, all showing progress of the most satisfactory nature. With regard to torpedoes, with the Howell torpedo not gone much beyond the stage of hope with which the department entered upon contract for its manufacture four years ago, yet last trials are giving great promise.

The Naval Policy of the Future.

With regard to the increase of the navy the Secretary says another year of experience, of discussion and of criticism, both at home and abroad, confirms the department in views adopted in the annual report of 1889 as to the policy of construction the navy should pursue. He deprecates the construction of any more vessels of the monitor type, elaborating arguments against their usefulness and, quoting from the report of Chairman Herbert, of the House Committee on Naval Affairs, says: "Our true naval policy for the future is to construct hereafter, principally, if not entirely, only first-class cruisers and first-class battle ships with their accessories."

The Secretary speaks with much satisfaction of the act to "encourage American ship building," under which the City of Paris and City of New York are admitted to American registry and under terms by which several of the finest liners are to be built here: and earnestly recommends that the same principle, which is now embodied in the bill to grant American register to the steamship China, of the Pacific Mail Company, may be carried out, not only in this, but in all similar cases, by means of which American owners of foreign built steamships, whose high qualities are such as to make them desirable of acquisition, may be permitted to obtain American register upon the condition that vessels of equal size and tonnage shall be ordered to be built in the United States.

With reference to unprotected cruisers of the second class of from 4,000 to 5,000 tons displacement the Department does not recommend any present increase of number. These vessels, to attain the high speed required, must necessarily sacrifice coal endurance and have therefore a very restricted sphere of usefulness for cruising purposes in times of war. They answer satisfactorily the limited demand for flagships upon regular stations in time of peace, but it is not upon these vessels the United States would place reliance in case of an attack from a maritime power. Nor is it desirable to add to the number of heavily armed gunboats of the Yorktown type.

Torpedo Boats Recommended.

The Secretary also renews a recommendation previously made for the building of torpedo boats, and submits a table showing the vast increase of such craft in the service of other navies. He says: "We should have at least 30 such boats constructed in the immediate future. The aggressive policy of foreign nations continues, and this country, whether it will or not, will soon be forced into a position where it cannot disregard measures which form a standing menace to its prosperity and security. On the isthmus our commerce is engaged in a desperate fight to maintain its foothold. In the South Pacific repeated annexations and protectorates are extending power and influence of maritime states of the Old World. Subsidized lines of fast steamers are completing a circle of maritime communication on the eastern and western coasts of the Dominion of Canada, and fortresses daily increasing in strength are surrounding our coast upon south and east. Under these circumstances it is imperative to the welfare of this country that the policy of naval reconstruction so successfully carried on in the past should suffer no interruption in the future; that vast numbers of skilled artisans who have been trained in its workshops, and those of private manufacturers concerned in its operations, should not be thrown out of employment; that the work, whose chief difficulties have now been overcome, should not be suffered to languish when every day shows improvement, both in economy and dispatch, and that with only two vessels remaining on the stocks, as will shortly be the case, some further additions should be made by Congress at the present session.

CURIOUS CONDENSATIONS.

—Boston has one Chinese voter.

—Celery coffee is a new concoction.

—The Suez canal cost $1,000,000,000.

—London has two aluminum yachts.

—An Oil City baby was born with two teeth.

—A dozen different beers are made in Borneo.

—Harrisburg complains about adulterated buckwheat.

—Solomon is said to have collected the Proverbs at 50.

—The first book printed by machinery was produced in 1817.

—The Germans were the first to use gunpowder for blasting.

—The Supreme Court of Mississippi has decided that alcohol is not a beverage.

—The latest feat in jugglery is to exhibit a man climbing a rope which is, apparently, fastened to nothing.

—Canals, not railways, have cut the largest figure in works of transportation under execution during 1892.

—Immigration is not increasing. Nearly 230,000 more people settled in this country ten years ago than last year.

—Candy nowadays vies with flowers as a current coin of polite society. It is largely used in acknowledgment of brief hospitalities.

—Out of 14 applicants, at Grand Rapids, for admission to the United States Army, ten were rejected on account of physical defects.

—A young woman who advertises to mash a fly with her foot on an eight-foot ceiling is traveling through the great kicking State of Kansas.

—It was the vogue at one time in Venice to gild the rolls of bread and the oysters on the supper table. The candles were also coated with gold.

—The largest monolith ever cut in this country was quarried out of granite in Missouri and transported to the East on a specially prepared train.

—Tests of California roses show them to possess 20 per cent more of the volatile oil than the French roses, which means the development of a new industry for California.

—Probably the finest body of men—as regards mental and physical qualifications combined—that are doing police duty in any country on earth are the World's Fair guards.

—The art of paper making has reached the point where it is possible to cut down a growing tree and convert it into paper suitable for printing purposes within the short space of 24 hours.

—If the sun gave forth sounds loud enough to reach the earth, such sounds, instead of reaching us in the space of about eight minutes, as the light does, would only arrive after a period of nearly 14 years.

—From experiments made by English scientists it appears that camphor and oxygenated water are the most energetic excitants of growth, not only as regards germination but as affecting the vigor of plants.

—A typographical error in *Harper's Magazine* exhibits Charles Dudley Warner as a horrible infidel. He is made to say that "the great mass of Christian literature is no longer believed." For "Christian" read "Christmas."

—A Parnellite badge, to be worn by supporters of the Parnellite faction and "all who wish to do so," has been devised. It is made in solid gold and in solid silver, and the announcement says it "can be had upon application."

—One of the famous curiosities of the Mammoth Cave is Echo River, a body of water estimated to be some three-fourths of a mile in length, and from 20 to 200 feet in breadth. Its depth at ordinary times is from 10 to 40 feet.

—The common daphne grown in flower gardens is one of the most deadly poisons known to the botanist. Three or four of the berries will kill a man as quickly as strychnine, and one has been known to kill a child in half an hour.

—When the schoolhouse of the Gallagher district, in Mason Valley, Nev., was opened after the summer vacation it was found that bees were in possession of the desks, and it is claimed that about 300 pounds of honey were taken from them.

—At the Chicago University every student is compelled to take physical exercise at least one hour each day. Their instructor, Mr. Stagg, makes them go through a certain amount of work in football practice, because he regards it as the very finest open air exercise.

—The fastest time ever made on an American railroad has again been broken. This time by a 123,800-pound engine (without the tender), having driving wheels of 88,400 pounds, which made two miles, Tuesday, on the New Jersey Central Railroad in 175 seconds, or at the rate of 97 miles per hour.

—Drawing room salts jars are shown at the silversmiths as unique Christmas gifts. They are of glass, and are of good size with sail ver screwtop. They are filled with aromatic salts, and stand on the parlor table, to be occasionally opened to fill the room with their pungent contents, after which the cover is tightly replaced.

—The seal used by the Treasury Department to-day is precisely the same as that of the Continental Treasury, bearing the same legend, emblems, etc. It was prepared some time between 1778 and 1782, but it is not known by whom it was designed. The legend (Thesaur Amer. Septent Sigil) is translated "Seal of the Treasury of North America."

—A model Paris workingman's bedstead is made so that it can be taken down and put up again in half a minute. By a curious combination of springs, the bed can be instantaneously surrounded with curtains, a washstand wheeled inside, and the occupant can go through his or her toilet without being seen. By another spring the bed is turned into a canopy suited for invalids, who have no need to stir to perform the transformation.

—A dentist of Athens, Ga., has at his office a curiosity in the way of oysters and artificial teeth. The teeth had evidently been lost by someone on board a ship or someone had been drowned. The oysters had formed around the teeth and the formation is perfect. A dredging boat near Moorehead City found the shell with the teeth attached, and the man who found them sold them for $20. The Smithsonian Institute is now seeking to purchase them, and offers a good price.

—Tramps in Cumberland county, Me., have a regular scheme of getting a living at the various poorhouses. For instance, they will go to the Deering house, get supper and night's lodging, and breakfast if willing to saw the wood required, then will spend the day loafing round in the woods, go to Westbrook at night and repeat the performance indefinitely, choosing a new town each night. The Portland *Transcript* says one town in Cumberland county thus provided supper, lodging and breakfast for over 300 tramps in one year recently: in other words it supported one tramp for nearly a year.

ORIGINAL AND JOCOSE.

E'er days grew short and nights grew chill
The ice man gloated o'er his bill:
But now he's sad, demure and meek,
For he leaves ice but twice a week.

SAD, BUT TRUE.

"Say, Jimmy, Santy Claus must be a non-union man," said the child of a Homestead striker.

"Why?"

"'Cause dad says that he won't come to our house this year."

HE WAS PLAYFUL.

"Here's the present I bought for your brother," said Mrs. Stringer, as she exhibited a silver-mounted calendar for 1893.

"The present," said Mr. Stringer, "Why I would call that the future."

A JOLLY.

"What kind of a steer are you trying to give me,'" said the sled to the fellow as they ran into the fence.

JUST DESERT.

She is not popular with the men,
But it is her fault;
She's guilty, too, of a crime most great,
She should call a halt;
For unless she does she'll single stay,
She should remember that,
And when she to the theater goes
Take off her mammoth hat. CHICK.