

THE NAVAL PAGEANT

LESSONS DRAWN FROM THE INTERNATIONAL DISPLAY.

Secretary Herbert of the Navy Quotes, "In Time of Peace Prepare For War" - Being Able to Fight is Often a Protection.

The pages which Secretary Herbert devotes in the North American Review to a comment on the great show of ships at Norfolk and New York deal with it first as an illustration of the friendly feeling that now prevails between the United States and other nations.

He recalls that this peaceful rendezvous took place in the very roadstead where the Monitor and Merrimac fought and near where the Leopard attacked the Chesapeake, while close by at Norfolk lay the old Constellation, successor to Truxton's frigate that overcame the Insurgente in 1799. Of the nine nations whose 80 warships were there gathered these were republics, but all the vessels put on the colors of Italy in honor of the twenty-fifth anniversary of King Humbert's marriage, just as the British Blake afterward at New York, where once the prison ships of the Revolution lay, flashed out the image of Washington in her fireworks display, and just as other foreign ships took part in our Decoration day ceremonies.

Secretary Herbert well says that the voyage from Hampton Roads, when the vessels of nine nations, in two parallel columns, steamed at a prescribed rate, all under the command, by courtesy, of an American officer, formed "a scene that has no parallel in history." Yet even this scene was surpassed in grandeur by the land parade in New York, which, while it was the most significant act of good will to the American people and American institutions, was also the crowning lesson of the review.

And what was that all important lesson? The secretary thus expresses it: "Every thoughtful observer was impressed with the idea that if our men should ever come to blows with their friends who were behind them in line they could never hope to win except with a fair supply of ships and guns. The stalwart Russians, with their sturdy tramp; the business looking Britons, keeping step to 'God Save the Queen'; the quick stepping Frenchmen; the Germans, with their many uniforms; the Italians, and indeed all the detachments, were drilled and disciplined into fighting machines. Never was such a sight witnessed before as the sailors of nine different nations marching together, and never was anything better calculated to impress upon those who saw them the lesson that the American sailor can keep his place upon the seas only when his government is behind him."

This, after all, should be an abiding moral of the pageant for our countrymen. It taught not only the beauty of peace, but the duty in peace to prepare for war. It was suggestive, no doubt, that while 70 years before Russia, Prussia and Austria had entered into a futile combination to reduce the Spanish-American colonies because they had bet themselves up as independent republics, here were Russia and Germany joining their ships with those of republican France and the South American republics.

It was still more suggestive to find the armed forces of Russia and England marching one after another in the same streets and in the same column and the armed forces of France and Germany in like comradeship; while as to the intermingled forces of England and America, the sight of them prompted Secretary Herbert to say that "Great Britain never formally renounced the right of search, on account of which the war of 1812 was fought, until 1856, but the two countries have made peace at last, mutual good will and respect have been testified in many ways and never more significantly than at this naval review."

Yet it is not the peace note with which the secretary closes. He insists, as his conclusion, that in spite of Geneva arbitrations and Paris arbitrations, we have not yet found a safeguard against war. "The Geneva arbitration was achieved only after the terrific battles of our civil war, and demonstrated to the world the fighting capacity of our citizen soldiery. America would keep her own peace with all the nations of the earth and maintain her place in the vanguard of civilization, she must be at all times prepared for war. This is the lesson of history emphasized by the rendezvous and the review." We may add that such lessons were wholly additional to the original purpose of the ceremony, which was to furnish some distinctly naval pageant as the fittest possible form of public festival in honor of the greatest of voyages.

Indeed it may fairly be said that the full benefits of this memorable pageant were not universally recognized when it was planned. Even Mr. Herbert himself, although a member of the house naval committee, voted against the joint resolution of congress which directed it to be held, but as its possibilities gradually became apparent he headed the successful effort at a subsequent session to increase the appropriation for it to the amount needed. The advantage derived from bringing our own new ships together for the first time in considerable numbers has been exceedingly great, and it has been increased by giving them the opportunity to compare themselves not only with each other, but with the picked warships of eight other nations.

Still the great benefit of the review, according to Secretary Herbert, has been in teaching what remains for the country to do in its naval preparations.—New York Sun.

A Hard Nest For a Small Bird.
A curiosity worthy of its place in the local museum was a bird's nest made wholly of long spiral steel shavings, without the least particle of vegetable fiber. It was found in Switzerland at a place which is the center of a large manufacturing district.

RIDING PRETTY HARD.

An Old Wartime Engineer Tells About an Eventful Railway Journey.

Bivouacked around a campfire one evening were a party of officers busily engaged in roasting goobers in the ashes and washing them down with the contents of their canteens. "Never heard tell of the time I got lost in the mountains with an engine," did ye?" asked a tall, lanky, good humored comrade, who strolled up and helped himself to a handful of the goobers.

Every man present expressed his bitter regret at never having had the opportunity of hearing the story. "Wasl," said the tall man, seating himself on an upturned bucket, "I mont's well tell ye, long's ther's time afore tapa. I wur runnin an engine for the gov'ment down the war down in Ferginny. The wur an ol' bookmotion Rogers an smart enuff to clim' a tree of shud' a' got toe bolt onto it."

"I had a nigger fireman as was afraid of his shadow, which didn't prevent him goin to sleep at any minute, day or night, whilst he wur standin up lookin ahead, 'parently wide awake. But I was goin to tell ye about gettin lost. Ye see, twas this way: They started us out one dark night over a branch that we didn't know, and we had to go to it blind. The track wur in turr'ble shape, an 'twould hev puzzled ye to say when we wur on the rails an when we wurn't. I should say we everidged 'bout half and half. We was plowin' long 'bout so so, when all of a sudden I saw by the headlight that we was a-goin into a tunnel. 'I giv Zeb a tick and holler'd, Zeb, is ther a tunnel on this line?'"

"'Can't tell for shuah, boss,' said he; 'mighty cur'n' doin'these days. 'Twasn't so 'ye do' waik.'" "Wal, keep yer eye skinned fer shuah," I sung out, an as I wur sort of sleepy myself I smoozed off an on, mostly on, I guess, fer a spell, till finally the old gal'ly's snort an stopped dead. We both on us waked up to wrait."

"'Twas so dark I couldn't see Zeb to kick him fer goin to sleep, but I cased him fer lettin us hit a snag. 'Ght down ther', ye coon, an see if we're on the rails,' sez I."

"He took the torch an clim'd down an wallered round awhile. Fast I knowed he was back ag'in, his face white as a sheet. 'Well, what's the matter now?' I asked him. "'Fo' de Lord, boss,' he sez, 'we's in de tun' yit, an dere ain't a rail in sight.' 'Jest ez I was gettin down to 'settin' gale, long comes the conductor. 'What in thunder do you mean,' says he, 'by running this train six miles into a cave?' 'Shore enuff, those Johnnies had taken up the rails and turned 'em into that cave, and that of book motion kept on a goin with us till we struck the end of it. I 'member thinkin she was ridin pretty hard, but I 'sposed she had got off the ties onto the roadbed, which wasn't gradual very well.'—Kate Field's Washington.

Artificial Features.
Artificial noses are now made of aluminum, and they are so perfectly shaped, colored and adjusted as to defy detection. The aluminum is first covered with some light cloth—usually muslin—and is then painted, and the color of the skin is so closely adhered to that it is impossible to tell which is the false nose and which the true until you pull it. The materials formerly used for this purpose were vulcanite, wax, celluloid, wood and porcelain, but for many reasons aluminum is the superior of them all, it being lighter as well as stronger. Aluminum ears have become quite as fashionable as aluminum noses.

There are more of these false noses and ears on the street than one would suppose until one deliberately looks into the subject. Scores of people wear these deceptive noses and ears, and so artistically are they made that it is impossible to tell the false with the naked eye. I have said that the best way to tell a real nose from the false member is to give it a jerk. Yet I must admit that if one were to go about jerking the noses of friends or strangers just to detect the false noses life might be made decidedly unpleasant for that one.—Chicago Tribune.

Yankee Sententiousness Having Salt.

In our opinion sententiousness is rarely effective without a considerable dash of humor. How much more the Englishman's sententiousness was than that of most of his contemporaries (Goethe, for example, or Carlyle), just because Emerson was seldom sententious without a smile, while Carlyle was most sententious when he was least humorous. A Yankee, indeed, seldom gives advice without a little irony pointed to himself for giving it, but Germans and Englishmen are sententious in grim earnest and are very apt to be quite as self-important as they are earnest. Very few of the so called wise sayings of Goethe and Carlyle are free from this fault of ponderosity.—London Spectator.

Steam Vessel First Used as a Transport.

There is a curious fact that may have been overlooked—that troops withdraen from Canada upon the close of the American war of 1812-15 for the purpose of joining the army intended to crush Napoleon after his return from Elba were transported down the St. Lawrence by a Canadian steamer. This was probably the first occasion on which a steam vessel was used for purposes of military transport.—Toronto News.

A Sensible Prayer.

"And now, parson," said the editor, "will you ask a blessing before we dine?" "Good Lord," said the parson, "have mercy upon this man and open his eyes that he may see and understand that greens are not greens without bacon, and that grace without grits is dead!"—Atlanta Constitution.

The Real Mother Goose.

"Mother Goose," who is probably more familiar to children than any other personage in story books, was a real person. Mrs. Goose, for that was her real name, lived with a family named Fleet who kept a little store in Pudding lane, Boston.—New York Sun.

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Estray Notice.

Came to the premises of the subscriber in Chest Township on or about the 25th of November a black steer with white under the belly and at the end of the tail, and about one inch of white on both hind feet. He is about one and a half years old. The owner is requested to come forward, prove property, pay charges and take him away, otherwise he will be disposed of according to law.

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