

NEW YORK JOURNAL AND ADVERTISER W. R. HEARST.

AN AMERICAN PAPER FOR THE AMERICAN PEOPLE.

A Beacon of National Progress.

The Thanksgiving proclamation just issued by President McKinley is a document of historical significance. If a student in future ages, ignorant of the course of American history, should find a collection of Thanksgiving proclamations and begin reading them in order, he would discover at once that the country had entered upon a new era in 1899. For the first time he would find references to an extended oceanic dominion. He would find allusions to "the trust which we have assumed for the people of Cuba," "the hurricane which swept over our new possession of Porto Rico," the insurrection which "still continues in the island of Luzon," and the restoration of confidence in the good purposes of the United States "throughout the archipelago."

No President of the United States ever had an opportunity to issue such a proclamation as that before. It is an example of the mysterious way in which the favors of Providence are sometimes distributed that this superb distinction, which insures the immortality of his name, should have come to William McKinley, who has done nothing whatever to earn it, but has merely opened his hands and received the gifts showered down from heaven. Certainly the President has cause to observe Thanksgiving Day this year, even if not another man should keep him company.

When the future historical student reads that "while the insurrection still continues in the island of Luzon, business is resuming its activity, and confidence in the good purposes of the United States is being rapidly established throughout the archipelago," he will doubtless have before him the facts on which the statement is based. It is a pity that the American people cannot enjoy the same advantage now.

Prosperity and Politics.

Another youthful voter, Mr. Louis A. Weyl, of this city, writes to the Journal for political information. "I am probably," he tells us, "in the same position as your recent correspondent, for I, too, shall cast my first ballot this year."

I, too, have made a study of both parties, and concluded that "the cause of democracy shall be the pledge of my future politics."

But recently my attention has been called to the present prosperous condition of the country, compared to the almost famine-stricken times of four years ago, under Democratic rule.

Is this the result of the execution of the principles upon which the Republican platform is based? Or is it, as I truly believe, the after effects of the late war?

Mr. Weyl may rely with absolute confidence upon the statement that our present prosperity has nothing whatever to do with Republican policies, and that the hard times of a few years ago had no connection with Democratic rule.

In all civilized countries, and more especially and more intensely in the United States, this century has been marked by periodical panics with ensuing business depression. The course is always the same—first panic, then stagnation, then slow recovery, then prosperity, then a boom, then wild speculation, then another panic and the repetition of the process.

These waves are so regular that economists have tried to connect them with natural phenomena. Jevons, in England, thought he could show a relation between them and the spots on the sun. In the United States great panics come, on an average, about once in twenty years. The severest ones of this century have been those of 1819, 1837, 1857, 1873 and 1893.

The most disastrous panic and the longest ensuing period of business depression in our history came under Republican rule in 1873 and the six following years. In 1893 it was the misfortune of the Democracy to assume power just as another panic was fully due. This catastrophe, which probably could not have been entirely averted in any case, was helped along by the Baring failure in 1890, the McKinley tariff, the Sherman silver law and the Dependent Pension law, all passed by a Republican Congress in the same year, and the financial mismanagement of the Harrison Administration. Panic was in the air when Mr. Cleveland entered the White House, and the closing of the Indian mints precipitated the storm.

If Mr. Cleveland had carried out a Democratic policy the blow would have been considerably softened, but from the day of his inauguration he gave the country to all intents and purposes a Republican Administration. His financial policy was identical with that of Harrison and McKinley, and his tariff policy was little better. The Republican party has really been in uninterrupted control of the executive branch of the Government for at least ten years.

After the panic of 1893 we ceased to go into new enterprises for a time. Europe unloaded our securities on us and we bought them back. There was a period of dull, dogged debt-paying. At last we found ourselves in a position to go ahead. By enforced economies we had saved money. We had little interest to pay abroad, for the foreigners had withdrawn their investments here, we had learned to get along with home-made goods, we had good crops, and it needed only the revelation of our power furnished by the war with Spain, which the Democrats in Congress, encouraged by papers like the Journal, forced on the reluctant McKinley Administration, to restore confidence and start us again on the road to prosperity. Republican politics had as much to do with the change as a stroke on the ground with a golf club has to do with the rotation of the earth.

With a plethora of money in the Treasury, and with an ever increasing necessity for naval strength on the part of this country, Secretary Long will recommend only a niggardly increase of the new navy in his annual report.

It is said that he will certainly not recommend the building of more than three protected cruisers of the Olympia class during the present year.

These, with several small "tin-clad" gunboats for the Philippines, will constitute the total sum of our new naval additions, if Secretary Long has his way.

In view of the great marine activity on the part of foreign nations, each of which is striving to outdo the other in the building of mighty navies, it would seem to be poor policy on the part of this country to suspend the work of strengthening the backbone of battle ships and armored cruisers that should command the respect, if not the fear, of other nations.

Gunboats that can go over sandbars and down rapids in pursuit of Tagalos are well enough and indeed indispensable in their way, but in case of actual war—the contingency of which is always with us—they would be as valueless before foreign battle ships as cigar boxes under an energetic bootheel.

When we advocate a great navy we advocate battle ships and first-class cruisers; not frying pans and chafing dishes.

The country is prosperous, according to Administration reports. While we are reveling in prosperity let us build a dozen battle ships just to show our lack of meanness.

Niggardly Naval Increase for Next Year.

The International Commercial Congress now in session in Philadelphia is devoting much attention to the discussion of the Nicaragua and Panama Canal projects, and the relative feasibility of the two routes.

It is scarcely likely that Congress will entertain any proposition relative to the Panama route, on which \$230,000,000 has already been spent, when the Nicaragua route, according to liberal estimates, can be completed for \$118,000,000.

At its coming session Congress will again be asked to provide for the completion of the canal. It is imperative and should be no longer delayed. Our war with Spain has demonstrated its immense significance.

Every seaport in the coast line of the United States will profit through its completion. It is a national duty which should be at once discharged.

Without trusting to contractors and middlemen, the Government should take hold of it, complete it and control it.

The profits of such a canal would be enormous. The par value of Suez Canal shares is 500 francs. At these figures, the shrewd Disraeli, foreseeing the enormous value of the canal, purchased a controlling number of shares for \$19,000,000. These shares are now worth \$123,000,000.

The Nicaragua Canal when completed will prove equally profitable. The world's merchant marines has doubled its numbers and trebled its tonnage within the past seventeen years. With the completion of the Nicaragua Canal as a stimulant of world wide effect, it will again double in bottoms and tonnage within the next quarter of a century.

CONNECTICUT LOVE AND LOCKSMITHS.

In New Haven, Conn., where all modern learning is supposed to focus, there has come to light a shattered fragment of the old blue law that forbade a man to kiss his wife on Sunday, or to smile, or to show any degree of worldly enjoyment.

By reason of this law a Yale student, gay, fresh and in the full vigor of adolescent youth, was sent to jail for fifteen days for kissing a marriageable young woman, after a struggling acquiescence on her part.

It is strange how the tinge of azure has continued to hover over Connecticut laws since the days when witches, as young and good looking as this latter day witch, were hanged.

Young men have kissed young women as opportunity may have offered since the world was young.

Small and meagre was the soul of the policeman whose eyes were blasted at the sight. Under similar circumstances a New York member of the finest would have twirled his club and looked the other way.

Yet this Connecticut arm of the law, compact of thankless clay, broke in upon love's young dream with a pair of handcuffs.

It takes a very fine article of Connecticut love to laugh at either locksmiths or policemen.

The Yale young man and his insulted flame have our sympathy.

THE TRUTH ABOUT COEUR D'ALENE.

"But," says the Journal, "the Idaho authorities don't intend to take charge of the prisoners" whom the Federal troops are guarding. On the other hand, Governor Steunenberg says they will be tried next month. Which is the better authority?—Mail and Express.

The Journal has not said that "the Idaho authorities don't intend to take charge of the prisoners." It has said that the Federal troops are guarding certain prisoners whom the Idaho authorities "do not intend to try." This statement is made on the authority of Governor Steunenberg, who said in his letter to Secretary Root:

It should be stated here, however, that these men (the prisoners) have not been held under or by reason of indictments upon the part of the State, but because they were men whom we could not permit to be at large under the present condition of affairs in that section.

CONDENSED EDITORIALS.

CANADA'S FINAL proposition in the Alaskan dispute is little short of humorous. Briefly stated, it is the "concession" of Dyea and Skagway—always ours—in exchange for Pyramid Harbor—also ours.

In other words, Canada, observing three dollars in our pocket, is willing to let us keep two—if we will give her the third.

THE PRIZE FIGHTERS of New York have entered a formal protest in the interests of humanity against the brutality of modern football. Both lines of sport stand in some need of elevating.

AN AMERICAN TROLLEY line is under construction in Lisbon. A rapid fall in the Portuguese census may now be looked for.

FOR THE BENEFIT of the readers of Boer news whose lives are as yet unbroken, we would explain that Hans Smith is named after Sir Harry Smith, a former Governor of Cape Colony, and that Lady Smith was called after Lady Smith.

THE BOERS ARE EVIDENTLY susceptible to feminine wiles. The husbands of Kimberley women who pleaded with General Joubert have been released.

THE MORTALITY OF INFANTS in Brooklyn Borough is 10 per cent higher than in Manhattan and the Bronx. To the glory of Brooklyn it is said that there appear to be 50 per cent more babies there than anywhere else on earth.

WILL SOMEBODY KINDLY tell our Governor? Apparently having no home, he is stumping around behind various band wagons, emitting strange cries. Whoever may find him will do us a favor to send him home, as he is being brought up on the bottle.

HANNA'S BREACH-LOADING AIR-GUN arguments in Ohio are beginning to kick backward.

A Mutual Reserve Fund Life Victim. Editor of the New York Journal: Your paper has done some noble work in behalf of the downtrodden, the persecuted and the helpless. Can you not take up the championship of those who are the victims of the Mutual Reserve Fund Life Association's greed through the incompetent and questionable management of that man Burnham of the fifteen-year plan members? I am in receipt of alleged clippings from some of the papers filled with a lot of stuff false from beginning to end. What a contrast to the position of the New York Journal, which will not stoop to such treachery for money! Again, I ask you, come to the rescue of those poor, deluded ones who have been inveigled into the association in the belief that those whom they love should have something to keep the wolf from the door when they are no longer able to do for them. After years of honest payments they are the victims of greed, rapacity and misrepresentation. I am yours truly, W. B. SIMMONS, Policy No. 80,700, M. R. F. L. A. No. 27 James avenue, Jersey City.

Approves the Anti-Roberts Crusade. Editor of the New York Journal: The honest effort of the New York Journal to head off the disgrace which the Mormon Church is attempting to make the American people share by the election of Roberts to Congress meets with my hearty support. I was an applicant in the Wayne Sentinel office from 1829 to 1885, and was familiar with some of the early converts of Joseph Smith. The whole Church, in my opinion, was built up on the bold deception of its founder. The marvel is that it has lived and flourished at all. I hope and pray that your well-directed effort may be successful in staying the progress of polygamy in the United States. COLDWATER, MICH. ALBERT CHANDLER.

Stage Indecency. [Specialized News.] The New York Journal finds that indecency on the stage is increasing with alarming rapidity and proposes as a remedy police interference. It says that newspaper censure and exposure only increase the size of the audience and encourage managers to book this class of attractions. Let the police, it says, raid these "best" theatres as they would disorderly resorts and thus force plays which teach good morals to the front.

Does the fault rest with the theatre-going public or with the managers and actors? We think it belongs chiefly to the latter, and that there is little in the excuse that exhibitions of immorality and vulgarity are necessary to draw good houses. In our own city it has been the experience that productions which are clean and of good moral tone attract the largest audiences.

AMERICAN RAILROADS AND COMMERCE. AN ADDRESS BY GEORGE H. DANIELS.

AN address on "American Railroads: Their Relation to Commercial, Industrial and Agricultural Interests," was delivered yesterday before the International Commercial Congress at Philadelphia by George H. Daniels, General Passenger Agent of the New York Central & Hudson River Railroad and president of the American Association of General Passenger Agents. He began by stating that this is an age of transportation. "Transportation underlies material prosperity in every department of commerce. Without transportation commerce would be impossible. Those States and nations are rich, powerful and enlightened whose transportation facilities are best and most extended. The only nations in those with little or no transportation facilities."

He referred to the statement of Mr. Mulhall, the British statistician, made in 1895, that the United States was then the richest country in the world, and said: "Should Mr. Mulhall revise his figures to-day, the differences would all be in favor of the United States, for in the past eighteen months we have demonstrated the superiority of our manufactures in every direction."

The next spoke of the wonderful development of American commerce and manufactures. "In 1895 we had no idea that American manufacturers would be furnishing locomotives to the English railroads. No one thought four years ago that American bridge builders would successfully compete for the building of a great steel bridge in Egypt, nor that American engineers would be building railroads into the interior of China."

"No one supposed that the Trans-Siberian Railway would be laid with steel rails made in Pennsylvania, upon cross-ties from the forests of Oregon, and that its trains would be hauled by American locomotives. They have now in Japan more than one hundred locomotives that were built in the United States. In Russia they have nearly 1,000 American locomotives, and practically every

railway in Great Britain has ordered locomotives from this country since the beginning of the war with Spain."

Mr. Daniels next spoke of the tremendous impression made upon the world by the trip of the battle ship Oregon to Cuba and back again to the Pacific.

"It has been said by a great American writer that 'trade follows the flag.' Recent events have placed our flag upon the islands of the Pacific, directly by the natural track to Japan and China, and we are reminded of the prophetic statement made at the completion of the first continuous line of railroad between the Atlantic and Pacific oceans: 'There is the East; there is India.'"

He spoke of the election of Chauncey M. Depew to the Senate as marking a "new era of better understanding and closer and more amicable relations between the commercial, agricultural and industrial interests and the transportation interests of the United States."

He referred to a recent report of an imperial commission on German railways:

"Lack of speed, lack of comfort, lack of cheap rates are the charges brought against the German Empire's railways, as compared with those of the United States."

"The budget of the Russian Empire for 1899 discloses the almost incredible efforts in railway extension that the Imperial Government of the Czar is putting forth."

"More than twenty years ago one of the Imperial Ministers of China, in a report to the Emperor and Empress, urged upon them the construction of a system of railways. To-day railroads are being constructed in a dozen different directions in China."

Mr. Daniels next spoke of the decline of canal traffic, as compared with the marvellous development of railroad business, and said:

"It is not an infrequent occurrence for a single engine to haul through the Mohawk Valley, beside the Erie Canal, eighty-five to ninety thousand

bushels of grain in a single train."

He next spoke of the enterprise of American railroads as advertisers.

"Within a week from the day that the Paris Peace Commission adjourned more than one American railway had ordered the re-engraving of its maps to include the West Indies, the Hawaiian Islands and the Philippines. The description of the beauty of our American lakes, valleys and rivers, the fertility of our soil and the superiority of our manufactures, with which our railroad advertising is filled, has been of incalculable value to the export trade of the United States. It has been the means of the investment in the United States of untold millions of foreign capital."

Mr. Daniels spoke of the opening up of the great West by the railroads, and gave remarkable figures as to the commerce of the Western States.

He made a comparison of American railroads with those of other countries, and summed up:

"American railroads to-day furnish the best service in the world at the lowest rates of fare and pay their employes very much higher wages than are paid for similar service in any other country on the globe."

"Our passenger cars excel those of foreign countries in all that goes to make up the comfort and convenience of a journey."

"Our sleeping and parlor car system is infinitely superior to theirs; our baggage system is infinitely better."

"The lighting of our trains is superb, while the lighting of trains on most foreign lines is wretched."

Mr. Daniels spoke of the splendid expansion of this country in the Pacific, and exclaimed in conclusion:

"With proper encouragement given to American shipping, our commerce should be as diversified as are the products of our soil, our mines and our mills, and our export trade should flourish on every sea and river where vessels ply."

DINKELSPIEL CONSOLES SIR THOMAS. HOW TO BREAK THE NEWS TO WALES.

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I HAD just kept a farrow conversation with my lieber sir college chump Sir Tummus Lipton, vich he is der Irish chentlemans vof tried to lift der Cup and broke his back between der masthead and der tobass haylards.

"Vor a pityful! Vor a pityful! Sir Tummus!" I set, ven I climbed over der taffrail of der Shimrock and seated myself on a bench vare der green paint clumped off on my trousers. "How will you break der news to der Brinck or Vales? How vil you, Tummus? Dare he vil be standing on der shore ven you vent home mit a market basket on his arm valling to carriage der Cup up to der Fairst National Bank, and vil haf to confession to him dot der Shimrock vent too fast backwards. Vor a pityful!"

"Don't speak about id, Dinky," set Sir Tummus. "My heart is a grievance vare id is beading behint my breastworks. Der Shimrock vare der choy of my life, but der cruel billowness of der ocean vent and pushed her der wrong way!"

"Vell, Tummus," I set, "id is no use to cry over der milkman ven he falls in der pump. Mit der sporting bleed like vot you haf der only dung to dit is to vent home to Ireland in der Higlants of Scotland and build amunder English vessel. Den ven you ged der vessel builded bring Lord Beerstor-four and der Earl of Eife and Demms and der Duke of Arkle and about zvel cyclones and a cubble of gales of vind and possibility you vil ged a run for your pounds, shillings and pence."

"Ach, himmel, Dinky," set Sir Tummus, "dare id is! How could you expectation der Shimrock to vin ven der vind came out of der atmosphere like vot id vas on ids vay to a pinkness ten hat but to hurry back home to vent to der theatre party?"

"Ocoos me, Sir Tummus," I set, "but dot vas nod der troublesome mit der Shimrock. Dare vas a more importance reason var der vavva choitied fier in der chugler and refused to jed her pass."

"Vy you aschibland me?" set Sir Tummus. "I dit id because id is," I responded.

"Uf id is annuder reason vy is id?" set Sir Tummus.

"Der Shimrock vent der udder vay feirst before she vent der udder vay she should haf vent because you dit nod haf a mascot," I set.

Der Shimrock vent der udder vay feirst before she vent der udder vay she should haf vent because you dit nod haf a mascot," I set.

A pale viteness vent over Sir Tummus vare his face vas logging ad me, and he made a shuddering.

"A mascot?" he vispered, mit his moustache clinched.

"Ja," I set. "Der Columbia hat all der mascots and der Shimrock hat indings bud safety-signs and der captain and der song. How could you haf been so forgetfulness, Tummus?"

"Vor dit you mean about der mascots, Dinky?" set Sir Tummus.

"Vell, Tummus," I set, "on der bowsprit you should haf hat a leedle chack rabbit, dot would be goot luck. On der vindlas you should haf hat a horse car, dot would be goot luck. On der forward



SOTHERN HAMPERED BY HIS PLAY. WORTHY OF A BETTER ONE, SAYS ALAN DALE.

THE new thoroughly matured talent and remarkable fitness of E. H. Sothern will one of these days seek subtler and more intelligent fields than melodrama of the order of "The Song of the Sword," now on view at Daly's Theatre. This actor will rebel against those playwrights who can see nothing more in him than a noisy rescuer of impossible maidens from far-fetched predicaments. The success of "The Prisoners of Zantonia" belated Mr. Sothern and gave him wings to fly from his own abilities. The best playwrights of the day have a good subject in Sothern. His is a personality that is rare, and careful study has done the rest. Yet at Daly's yesterday I saw him tramping through a play filled with cries of "Maladetto!" "Damnation!" "Diavolo!" "Let me pass!"—a play full of "hair-breadth situations," the noise of battle and the usual pursuit of the usual gallant hero for the usual helpless maiden. I prophesy that he will escape from these good, old-fashioned, fairy stories before long, and that he will leave ideal young men with mantles and swords, and loving hearts, to those who can impersonate nothing better, I prophesy this. Perhaps the wish is rather to the thought.

Mr. Sothern is the saving grace of "The Song of the Sword," which is excellent enough, but which would scarcely satisfy us with a common or garden actor as its exponent. Sothern claps it into kid gloves, refines it, and onsets from it the altruism that lurks beneath its surface. He does for it very much what he did for "The King's Musketeer." The fact that he can do all this says a great deal for his talent. But he has trodden this path quite long enough, and the time for halt is come.

In "The Song of the Sword," which is favored by Leo Dirschstein, Mr. Sothern appears as a very rolling captain, fond of his sword, fond of "glans," addicted to the pastime of falling in love at first sight, and quite willing to die for anybody or anything upon the slightest provocation. The heroes of this style of play have nice lives—like cats—and at least eight of these lives seem to be in incessant peril. This particular Captain Egalite is inconceivably "romantic," and if he were allowed full sway over the audience he would probably die, with great pleasure, for every matinee girl in the house.

In the melodrama he "pursues" a noble comess, and apparently and happily entitled Francesca di Monza in St. Angelo. The lady is almost as reckless as Egalite. She has a coward lover, intrusted with despatches to be carried through the French lines

to the Austrians. The lover dislikes to imperil his life, and Francesca decides to do the deed herself. The Captain falls in love with her. Duty confronts him. And there is that pathetic little struggle between the man who loves and the soldier who serves that we know so well. Later on Francesca dons boy's clothes in order to elude Egalite, and still later on she is so "naturally" "modest" that she declines to remove her shoe before him. But this is merely one of the inconsistencies of melodrama; and perhaps, after all, this charming lady considered her tight trousers less objectionable than a large foot.

There is a battle scene at the close of the third act that is as good as any I have ever witnessed on the stage. It succeeds a very realistic combat, in which the Captain is tried for his life on the charge of having allowed Francesca to escape. The stage is filled with gaudy soldiers, clanking their swords and reeking with military ardor, and the pale, small figure of Egalite, standing defiantly in the midst of it all, is not without a certain attractiveness. This scene could scarcely have been better presented. It might have been "put on" for a season's run. All the "blissions" were there, and no matter how it was reached, you got it for all it was worth, and also for all it was worth to watch. It was the sort of scene that might be dubbed "irresistible," and it was quite the best thing that "The Song of the Sword" had to offer.

Egalite and Francesca go through all sorts of impossible adventures, and all conditions of men and women, before he presses his first kiss upon her ruby lips, and you follow them with amazement, and marvel at the ingenious unreality of it all. There is one pretty little love scene that is so quiet and unassuming that during its enactment you forget the din and bluster and bedlamism that surround it. You see two clever young people working artistically and comfortably, and feel sorry that there are not more tasks of the same order for them to accomplish.

Sothern throws himself heart and soul into his role. There is no actor who could play this Egalite so finely and so convincingly. But Sothern hasn't plodded along for fifteen years to relinquish himself to the clutches of inflated melodrama. That is why I protest. Melodrama is such a sorry goat to aim for. This gallant soldier, who in his little body combined the quiescence of spectacular courage with the double-distilled extract of delirium, gained a great deal of plausibility from the manner in which he was interpreted. We saw the difference between drawing room and Bovey methods, and it was

very distinctly marked.

Virginia Hamard as Francesca, etc., was rather a winning person, with a comedy smile that managed to keep the role from its tonsil habitations. Miss Hamard is best in comedy. But, like her husband, she would shine more luminously away from these stories of irrational rivalry, in which one gentleman would sooner assassinate another than eat his dinner. Rowland Blackstone as Laporte, of the "Seventh Regiment," was duly "terrible" and gruff, and H. S. Norrtrup, as the cowardly lover—who seemed to despise "romanticism"—played in an agreeably non-melodramatic manner.

Arthur R. Lawrence was Father Pietro, who had something to do with the case, and Rordon Eryane played a mountebank excellently. In fact, Mr. Eryane may be congratulated upon having contributed a bit of real acting. The characters included numerous captains, "herrs," barons and other ferocious people, who had to stalk around and delay the amount of Egalite and Francesca. There was no symptom of melodramatic acting throughout, which is a very pleasant thing to chronicle, and also one of great economic import. None of Mr. Tait's handsome scenery was chewed up. It might have been masticated to shreds had it been further downtown. At the close of the battle scene I am pleased to say that it was quite intact.

I have omitted to say that Napoleon appeared in due course in the person of Norman Parr. I was horribly afraid that during the play he might drag Josephine in with him. And I had been thoroughly dosed with Josephine Tuesday night. Mr. Parr was Napoleonically harmless. You got little more of him than calcium-lighted poses, and you felt grateful for his abstinence. "The Song of the Sword" is noise with its best behavior on. It is melodrama, with the curse removed by Sothern.

ALAN DALE.

Light Wanted on Public Ownership.

Editor of the New York Journal.

The question of State ownership of the Boston & Albany Railroad is presented as an issue before the people of Massachusetts at the approaching election by the Democratic party. The New York Journal would render invaluable service to those who advocate such ownership by the State by showing the advantages derived by the people where Government or municipal ownership roads already exists.

S. D. Oxford, Mass.