

making a brilliant escape from a British fleet off the coast of New Jersey. The next month, August 19, 1812, she fought and wrecked the *Guerriere* off Cape Race in a battle whose generalship gave to Captain Hull the name of being the most efficient single ship commander on either side during the war. On the 29th of the next December, under Captain Bainbridge, she captured the *Java* off Brazil, and later in the war captured successively the *Picton*, *Cyane* and *Levant*. About 1830 the vessel was pronounced unseaworthy, and was rebuilt in 1833. In 1855 she went out of commission at Portsmouth, and for a time was used as a training ship. In 1877 she was partially rebuilt, and the next year made a trip across the Atlantic, her last. Since 1897 she has been stored at the Boston navy yard. The *Victory*, Nelson's battleship, is thirty years older than the *Constitution*, and is yet kept intact by the English people. During the Trafalgar centennial a few weeks ago, this old vessel was the center of interest."

IT WAS OLIVER WENDELL HOLMES who, in 1809 made "Old Ironsides" famous in literature. His poem entitled "Old Ironsides" is familiar, doubtless, to every school boy, two stanzas of which follow:

"Ay, tear her tattered ensign down!
Long has it waved on high,
And many an eye has danced to see
That banner in the sky.

Nail to the mast her holy flag,
Set every threadbare sail,
And give her to the god of storms,
The lightning and the gale!"

IN HIS ANNUAL REPORT James R. Garfield, commissioner of corporations, shows that he has no apology to offer for his more or less famous report as to the beef trust. Mr. Garfield says that the criticisms of his report were not well taken, and that the figures he presented stand. He advances the opinion that "no fact of industry is more obvious than that modern business has outgrown and wholly disregards state lines, and that the jurisdiction of single states as applied to the operations of a great interstate business are futile and even harmful." He says that it is impossible to prevent rebates and discriminations by "purely penal legislation." He admits that the enforcement of the anti-trust law has been beneficial. He explains: "Its enforcement has compelled some respect for the law which, until recently, was wholly lacking." He says that "the imposition of a penalty upon a combination simply drives the men in that combination to the formation of another device for accomplishing the same purpose, and this for the reason that combination is an industrial necessity and hence will be engaged in despite penal legislation." Mr. Garfield seems to prefer that the federal government shall be empowered to grant charters to corporations. He says that investigations of other trusts are in progress and that a special report of the oil industry will shortly be made.

GREAT DISSATISFACTION has been expressed with the size of the salaries paid to officials in the Panama canal service. That criticism in this respect is not entirely without basis will be generally admitted when some of these canal salaries are compared with the salaries drawn by men holding other and perhaps more important positions. In the first place, the sum of \$10,000 a year is paid to a man by the name of Bishop who is stationed in Washington and is known as "the press agent." This is \$5,000 more than is paid to a United States senator or a member of congress, and many have questioned the propriety of creating such a position as press agent in connection with a public enterprise. The secretary of war, for instance, who has general charge of the canal work as well as duties in other matters and of the greatest importance, receives \$2,000 less per year than this Panama canal press agent does. A republican member of congress, speaking on this subject to Walter Wellman, Washington correspondent to the *Chicago Record-Herald*, said: "Here comes the president with an admonition to congress to be frugal and economical, to scan expenditures, and on the heels of this warning there is precipitated upon congress evidence that the administration has been dealing out salaries with a lavish hand to its particular friends. Take that salary of \$10,000 to the press agent of the commission and compare it with the salary of \$8,000 which the secretary of war, who is at the head of the whole canal project, is paid. There

is a general auditor who draws \$10,000, and after he has audited the accounts they have to go to the regular auditor of the war department, who gets only \$4,500. There is a purchasing agent at \$10,000, probably three times the amount paid to men in the army and navy who purchase as many supplies as he will be called upon to buy. There is the case of the paymaster who went out in November, an officer in the navy. His salary in the navy was \$2,400, but the canal commission pays him \$6,000. His successor has been jumped to \$9,000."

IT IS POINTED OUT by this same republican congressman that: "There is the chief sanitary officers, an officer in the army, where he gets \$4,950 as a surgeon, but his services to the canal commission are rated at \$10,000. The chief quarantine officer is a surgeon in the marine hospital service at \$3,250, but his worth to the commission is supposed to be \$7,000. Of course they do not get that compensation in addition to their service pay." While this republican member says that the republicans intend to stand by the canal commission, he takes the trouble to say "we cannot be blamed for feeling angry that the administration has given opportunity for criticism." He says that the instances he has cited are only a few of the cases showing the extraordinary salaries paid to ordinary men employed by the canal commission.

THE UNITED STATES government paid to the French company with respect to the Panama canal the sum of \$40,000,000. The Springfield (Massachusetts) Republican, in order to enlighten its readers as to the purpose of this payment, quotes from the debate in the house. For instance, Mr. Hepburn, chairman of the committee having the appropriations in charge, gave this information: "The work done, the buildings erected and the materials assembled were supposed to be, in the aggregate, in the neighborhood of \$40,000,000 in value; but, as a matter of fact, when we came to take possession of those houses—3,000 or 4,000 of them in number—it was found that they were practically worthless. They were wooden houses; they had been unused for ten or twelve years. Buildings decay rapidly in that climate and under that intense rainfall of 130 odd inches a year. Many of them were abandoned as worthless, and all of the remainder had to undergo extensive and expensive repairs. The machinery that was purchased turned out to be almost absolutely worthless. There were old-fashioned, obsolete dredges and digging machines, railroad locomotives of a pattern undesirable for use, and many of them having been exposed to the weather without any care or protection for a dozen years. When we attempted to use them they were found to be practically worthless. The same might be said of the cars that were there in such great numbers—thousands of them, perhaps, but small, inefficient and weather-worn to the extent of uselessness. Our commission has been compelled to replace these obsolete and worthless machines, to renew the buildings, and provide generally the material that must be used in the construction from the stores of today."

THEN THERE WAS THE Panama railroad for which our government paid a fat, round sum. In order to throw light on our bargain at that point, the Republican quotes from the house debate as follows: Charles B. Landis—Mr. Chairman, I would like to ask the gentleman from Iowa what valuation was originally placed upon the machinery and equipment of the railroad when this bargain was made with the French government, if he can tell us? Mr. Hepburn—Mr. Chairman, it is a long time since I was familiar with those estimates. I think the estimated value of the stock of the railway was something in excess of \$7,000,000. Charles B. Landis—I am speaking of the equipment. Mr. Hepburn—The other material I cannot now from memory state. Charles B. Landis—As a matter of fact, was it not represented that this machinery was valuable? Mr. Hepburn—Oh, yes. Charles B. Landis—And that the equipment was of such a character as would enable us to utilize it in the construction of this work? Mr. Hepburn—Well, utilize it to a considerable extent; yes. Charles B. Landis—But it now turns out to be practically all valueless? Mr. Hepburn—I think that is the conclusion that most people arrived at. * * * Mr. Olmsted—I would like to ask one or two further questions. Can the chairman state what proportion of the capital stock of the Panama Railway company is now owned by the United States. Mr. Hepburn—It is all owned by the United States. Mr. Olmsted—And then the items numbered 4, 5 and

6, aggregating \$1,800,000, we are really paying to ourselves? Mr. Hepburn—Items 5 and 6. They are for improvements to our own property. That road was found to be in quite a dilapidated condition. The rails were light and had been in use for a long time. The locomotives and cars were old and insufficient in number. The track is being relaid, and a large amount of the necessary equipment is being procured.

ASSUMING THAT THE FACTS regarding the property that was bought by the United States are, as represented, the Republican says there is but one conclusion, explaining: "The United States was swindled when it paid millions of dollars for machinery, houses, rails, locomotives which were immediately proved to be utterly worthless. And the responsibility for the swindle rests upon that policy of hurry, which was the chief inspiration of those members of the old canal commission who visited the Isthmus to inspect the plant of the canal and railroad and of the government that agreed to the price that was finally paid. When the president now talks about building a canal 'in the shortest possible time,' as he did in the autumn to the advisory engineers, he gives that same policy the greatest amount of encouragement. It is a deliberate judgment, springing not a whit from 'hostility to the canal,' that such a policy cannot long be maintained without leaving in its train an ugly crop of scandal to plague future administrations, disgust and embitter the people, and, in the end, delay the completion of the work much more than a policy of conservative yet progressive management would have done."

THE COMMISSIONER of Indian affairs has announced that the rules and regulations regarding the sale of Indian land have been modified, requiring that all deeds of conveyance shall hereafter contain a proviso forever prohibiting the sale of intoxicating liquors on premises conveyed. Referring to this order the *Denver News* says: "There is especial propriety in this regulation, since the great curse of the Indians in their efforts for independent citizenship has been alcohol, and this provision will decrease the amount of intoxicants sold in the Indian regions. It is unfortunate that it was not introduced before the sale of the 212,437 acres already transferred. A proviso of this sort in title deeds has proven, in Colorado Springs and elsewhere, efficient for the end desired, and it is well that the government has adopted this principle for the Indian lands it has to convey."

IN A REPORT of the football game between Annapolis and West Point, which game was witnessed by President Roosevelt, Langdon Smith quotes the president as saying: "By George, it's a great game!" Mr. Smith adds: "And so it was. In that grueling contest President Roosevelt had seen players writhing on the ground as though in the agonies of death. He had seen them lying prone and senseless, with eyes staring skyward devoid of reason. He had seen sweaters ripped from players' backs and the raw-rasped skin exposed, soon to grow black with mud and bruises. And never before has a president of the United States seen a more brutal game. There was no slugging and but few displays of temper. It was the dull, insensate grind of a mass of brawn and muscle, where arms were wrenched, necks twisted, breath knocked from bodies, heels planted on necks and faces and at least eleven players temporarily disabled. It was an eloquent sermon, not on the game itself, but upon the way it is played. It may well afford a text to President Roosevelt, who likes the sport, to interfere in the interest of the game."

A FAINT IDEA of the insurance situation generally is shown by a policyholder in a company whose affairs have not so far been touched upon by the insurance committee. This policyholder, writing to an eastern newspaper points out that according to the statement of the officials of this company this concern has received since its organization and up to December 21, 1903, from policyholders \$248,000,000, and from interest on investments \$28,000,000, making total receipts \$276,000,000; Disbursements during the above-named period were as follows: Paid to policyholders for death claims, etc., \$79,000,000. Assets December 31, 1903, to provide for present and future liabilities, \$72,000,000. Total payments and assets, \$151,000,000. Difference not accounted for, \$125,000,000. This policyholder suggests: "Here is \$125,000,000 of policyholders' money 'digested' in twenty-seven years. Inquisito, Hughes will find lots of 'yellow-dog funds' when the officials of this concern pass before him in review."