

# Politics of the Day

## TAXING CORPORATIONS.

The House of Representatives, under the rule of Speaker Reed the Despot, no longer debates public questions. It has sunken into a dull and placid condition, such as might be expected to prevail in a Council of State held by a Sultan, or a Pasha, or some such Oriental lord and master, and it does what it is ordered to do with scarcely a grumble. The activity and verbosity of the Senate somewhat compensates for the vacuity of the House, and it is in the former chamber that the war revenue measure has had the only discussion preceding its enactment, and the only disclosure to the public of its purpose and nature.

There are still some Senators who really appear to desire to know what the people want and to do it. They find that their constituents are willing and glad to contribute to the expense of carrying on hostilities provided that fairness and equity are observed in exacting the necessary contributions. That the war should be energetically conducted, all agree, but that its cost should be borne by all equally is a reasonable demand. That those upon whom great favors have already been bestowed should contribute of their abundance is only just and right. The present generation has devoted itself to creating corporations and bestowing upon them exclusive privileges, and that these should now escape their share of dues in a time of public danger, would not be just nor wise. The debates in the Senate have taken a wide range. The advocates of incorporated capital have held the floor and uttered every excuse and every appeal in their power. They were met by the arguments of the champions of justice and honest dealing, and political divisions have been formed and lines drawn, which will survive the present financial exigency.

There is one class of corporations—and only one—in which the great mass of producers in this country have a deep interest. We refer to the savings banks—the depositories of the savings of the industrious poor. They alone have a right to demand that their painfully earned hoards shall not be depreciated upon. All other corporations belong to the class of well-to-do, and should pay their share.—New York News.

## Binetallism.

The gold standard is wrong. Why is it wrong? What was the occasion which brought us to experience its results? For two thousand years mankind has used both gold and silver as final money, ultimate money, foundation money, basic money.

These are some of the terms that are employed to designate that money which is final payment and never has to be redeemed; which, when it changes hands in consideration of service or property, ends the transaction. It is itself a payment, and upon it may be based and reared the structures of representative money, of paper money that has to be redeemed in it, and of credit, which, also, like representative money, is stated in dollars, and for which, in the last analysis, real dollars must respond.

That is ultimate money. And I say for over two thousand years the world has used both gold and silver. Why, the exigencies of the gold standard to-day have compelled its advocates to do what? They have invented a new morality, for one thing, the doctrine of which is that the creditor has a perfect moral right to take a 200-cent dollar from the debtor, but that the debtor is a most reprehensible villain and moral outcast if he objects to it. And they have also invented a new political economy.

Is there anything difficult about that? And yet your friends of the gold standard say that is not a sound principle; they say, in the New York newspapers, in effect, that there is no distinguishable relation between the amount of money and the course of prices—a most marvelous discovery, if true.

I say the instinct of mankind was always to the contrary; the experience of mankind was always to the contrary. Why? when gold and silver were coming in streams from the mines, mankind in all the past ages of its history found that it was a good thing for society; they found that it went up the waste places; they found that it extended civilization; that it encouraged every kind of investment; that it developed and strengthened the great producing classes.

They found that it was always co-extensive and concomitant with increased prosperity; and that, on the contrary, when the production of the mines fell off, the opposite effects were realized.—Charles A. Towne.

## Cost of War.

War is expensive. But it is only fair to say that the conquered nation will have to pay the bills. Spain has a dismal outlook. Fated to meet defeat, the dons will not only be forced to pay their own war debt but that of the United States as well. Down in Manila Bay lie the hulks of \$5,000,000 worth of Spanish ships, and that's only the first installment of the debt which Spain will have to meet as a reprisal for the cowardly destruction of the battleship Maine.

For the first week in May the expenses of this Government were \$3,565,000, as against \$865,000 for the corresponding week last year. Nearly \$3,000,000 of this should be charged to the account of Spain. It makes little

difference whether the dons can raise the money to pay the war indemnity to the United States or not. The Philippines and Porto Rico are good for it, and will be held by this country as security for the debt. People who are exercised over the amount of money which the war is costing this country should be comforted. If that were all the loss to be expected there would be little to worry over, but there are lives that will have to be offered, and for those there is no indemnity. Nothing but the gratitude of a nation for their brave sacrifice can be given to the dead.

## Taxation Heresy.

Heresy in taxation is worrying the administration newspapers, and they are much exercised for fear corporations and plutocrats may be forced to help pay the expenses of the war. Whenever the Democrats in the Senate propose to make the Standard Oil Company pay a small per cent. of its unearned millions to aid the Government under which it thrives and thieves, the administration press shrieks a protest against this "heresy in taxation."

That the Democratic finance committee of the Senate is a bold, bad band of robbers is shown by an esteemed Chicago contemporary, which, with a fine display of sympathy for the oppressed and down-trodden trusts, exclaims: "They would fix upon the people an income tax, an inheritance tax and a tax on corporations."

Such propositions as this are, indeed, monstrous. Think of "fixing upon the people" that terrible injustice of an income tax! Reflect for a moment how Rockefeller and Vanderbilt and J. Pierpont Morgan would suffer if such an oppressive measure should be passed. The "people" who have incomes over \$10,000 a year would really suffer for the necessities of life if an income tax should be levied.

By all means tax the laborer who earns a dollar a day. Tax his beer and his tobacco. Let him understand that this is a "Republican war," and he must pay for it. But tax Rockefeller and men of his class? Never! And then to tax inheritances! Isn't that dreadful? To make a man pay a small part of thousands or hundreds of thousands of dollars that he receives without labor as a gift? Never.

But corporations also are threatened by these heretical Democrats. The Standard Oil Company, the sugar trust, the rail trust—in a word, all the trusts with their combined capital of two thousand million dollars cannot afford to pay taxes, and the esteemed Chicago contemporary is quite right in crying out in horror against such a suggestion.

## Sons of Senators.

Sons of Senators, sons of millionaires, sons of political bosses have been given commissions in the army until the matter has become a public scandal. These civilians know nothing about war, and many of them know little about anything except golf and pink teas, but President McKinley has chosen to slight experienced army officers and confer honor upon ignoramuses. Why? Politics.

That these young men are intensely ignorant of what they are expected to do is shown by the following story, told of one of them by a correspondent of the New York World: "One of these gilded youths went to an old officer in the regular army a few days since and begged for a consultation with reference to the duties of his office. He is reported to have said: 'Can I have five minutes of your time while you tell me how to perform all of the duties of my new office in a satisfactory manner?' A smile of amusement and derision curled around the officer's mouth when he replied: 'Young man, I have been in the United States army thirty-five years, and I don't know how to perform my own duties satisfactorily.'"

So far the members of the House have not been allowed to play in this little game of military appointments. It has been a friendly gambol for Senators, beginning with Vice President Hobart and running all along down the list. But now that more volunteers are called perhaps the Representatives may get a chance to chip in and saddle some of their "greenhorns" on the Government. Old soldiers have been thrust aside to make room for Senatorial favorites under the new call, and they will doubtless continue to be thrust aside as long as there are nephews and second cousins of Congressmen out of a job.

## Push Ahead! Full Steam!

Cows used to throw trains off the track because the engineers, in a panic, blew down brakes and equalized chances. In these latter days, asserts an Eastern writer, a whole herd of cows could not harm a train. If a thousand were to get in the way of a locomotive the engineer would "pull her wide open" and go scooting through. When the Captain of the Paris sought to reassure his passengers on the last trip from England he said, with much nonchalance: "Under full headway the Paris can cut through fifteen Spanish warships." That was a slight exaggeration, of course, but experience has proved more than once that safety in a collision at sea depends on the speed of the moving body. A steamer of 10,000 tons displacement traveling twenty knots an hour goes through an ordinary vessel like a hot knife through butter, escaping without a scratch.—Kansas City Journal.

If you would, by high don't attempt to use the wings of your imagination.

## TRIP OF THE OREGON.

### RECORD-BREAKING CRUISE OF THE PACIFIC-BORN WARSHIP.

Journey Equal to More than Half the Distance Around the Earth—Beast by Grave Dangers, but Was Always Ready for Trouble.

#### First to Round the Horn.

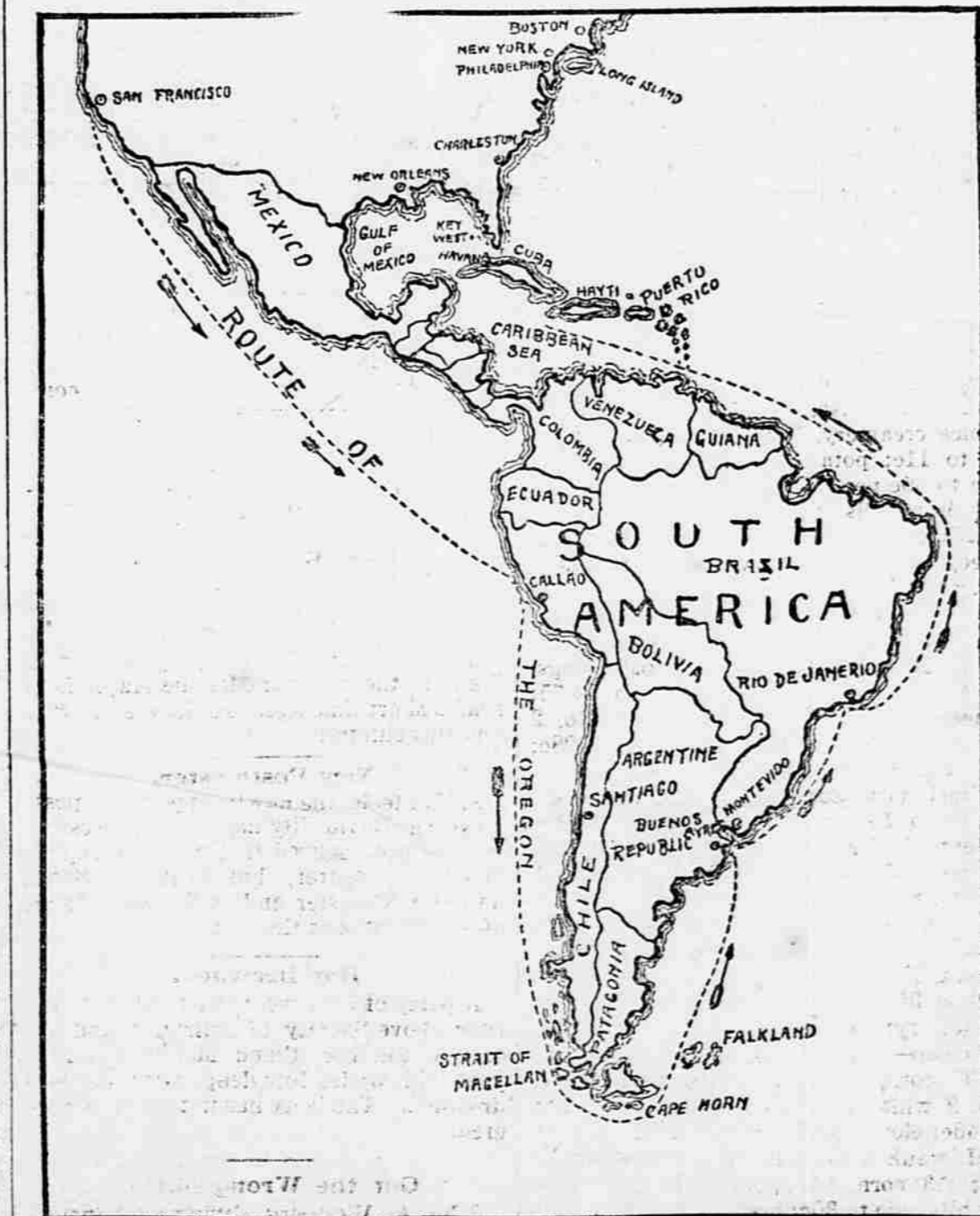
When the Oregon started on her unparalleled cruise of 13,000 miles and steamed through the Golden Gate, firing her salute of good-by to the flag that floats over the Presidio on March 19, Capt. Charles E. Clark and his crew were as much in ignorance of her ultimate destination as the rest of the world. Captain Clark was told to make Callao his first stopping place. The big vessel, with its tremendous load of guns and protecting turrets, ran into a heavy sea before it had got out of sight of California's promontories. The captain's orders did not provide for a return. The ship's prow had been headed for the coast of Peru and the course was never changed in spite of protracted bad weather. While many tons of steel were pounding on the Pacific the men who direct the game of war and use the warships as so many pieces at chess were debating what disposition should be made of the redoubtable floating battery. To "Fighting Bob" Evans was left the disposition of the big ship. "Dewey, with the Olympia, can lick the entire Spanish Asiatic squadron," was Evans' estimate, and the destination of the Oregon was settled.

Great anxiety was felt for the "pride of the navy" when April 1 came and she had not been sighted off the coast of Peru, as expected, but on April 8 the bold lines of the battleship were described off Callao. She had fought a long battle with the elements, but had come out victorious without a mark. The Oregon coaled at Callao and then Captain Clark received a sealed packet containing his orders. When the ship had headed about and steered into the open sea, Captain Clark communicated the story of the Maine's report and its reception by the American people to his men, in addition to the route of their excursion around Cape Horn. Officers and crew exercised the greatest precaution when war with Spain promised to become the sequel to the Maine disaster. The ship was given a coat of iron-gray and her searchlight swept the horizon for hostile sails. The



CAPT. CLARK OF THE OREGON.

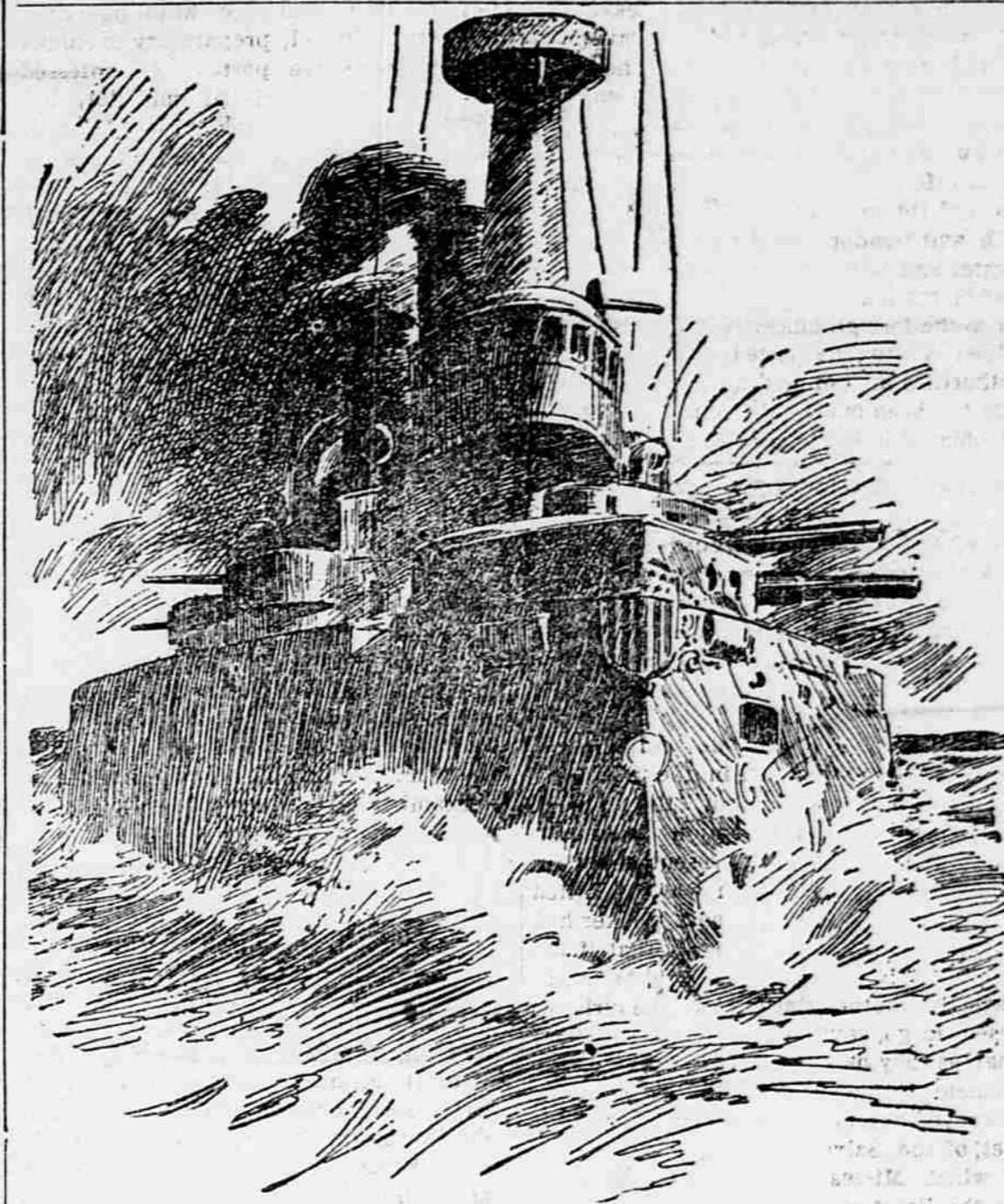
progress of the vessel southward after leaving Callao was attended by great danger owing to storms, and for that reason the Oregon coned in the Straits of Magellan instead of attempting to enter the harbor of Valparaiso. When the joint resolution of Congress declared the Cuban people should be free and that Spanish sovereignty was at an end on the Western continent, Captain Clark was only twenty-four hours behind schedule time. The Oregon was the first warship in history to round that storm-swept point.



MAP SHOWING OREGON'S LONG TRIP.

On the Lookout for Trouble. Captain Clark was warned by cable of the dangers that lay in his path and answered that he was ready to engage the entire Spanish fleet if his superiors so desired. A brief summary of the joint resolutions were sent him for the entertainment of his men, together with a "tip" that a declaration of war and actual hostilities would be forthcoming. When the Oregon turned into

the Atlantic Ocean she was joined by the gunboat Marietta, which had left San Diego several days after the Oregon. Together they steamed northward. Captain Clark and the commander of the Marietta learned of the events that had transpired while they were speeding from the Straits of Magellan. War had been declared April



THE BATTLESHIP OREGON.

25, and the crews of both boats set up a mighty cheer when they received the news of the capture of Spanish vessels off the coast of Cuba.

Spain's crack torpedo boat, the Temerario, made a bluff at the Oregon, but immediately slunk away into the Bay of Montevideo and hid behind a peninsula when she got within observation distance of Uncle Sam's mighty sea fighter. The least inclination of the friendly character of the harbor would have resulted in the sinking of the Spaniard under five tons of steel projectiles into the waters of the bay. Two days after the American vessels arrived at Rio de Janeiro the Temerario arrived. Brazilian officials, however, were active and said they would prevent any clash between the representatives of the two governments. News of the magnificent victory of Dewey's fleet reached the Americans in Rio de Janeiro. Within the harbor of Brazil's capital the Oregon and Marietta were joined by the dynamite cruiser Buffalo, recently purchased from that government.

Orders came from the Navy Department to proceed, and the fleet of three vessels steamed out of the harbor of Rio de Janeiro May 4. They were instructed to stop at every cable port en route and receive instructions.

#### Oregon Built in the West.

All the material for the construction and armament of the Oregon came from the far Western States. The iron mines of California, Oregon, Washington, Nevada, Colorado, and New Mexico supplied the crude metal which was afterward converted into steel for the hull, great strips of armor and ponderous castings for the guns. The big battleship was built by the Union Iron Works, San Francisco. On her trial trip an average of 16.79 knots was maintained and 11,111 horsepower was

never thinking of a record-breaking cruise equal to more than half the distance around the earth's surface. The Oregon is supplied with bunkers that give her a coal capacity of 1,594 tons. This enables her to steam 4,500 miles without recaling. The Oregon's complement of men numbers 473. Her armor is divided as follows: Belt, 18

## PAY OF YANKEE SAILORS.

Both Men and Officers Are Well Taken Care of by the Government.

The admiral of the navy is its highest paid official. His salary is \$13,000 a year all the time, with commutation for rations and quarters. The salaries of the other officers are arranged on a sliding scale in three divisions—"at sea," on "shore duty," and "on leave." Thus a vice admiral, who is at sea, gets \$9,000 a year; if assigned to shore duty he draws \$8,000, and if "put on the bench" waiting orders he gets only \$6,000, the difference between the two extremes being about 33 1-3 per cent. The pay scale of the others is as follows:

	Sea.	Shore.
Rear admirals	\$6,000	\$5,000
Commodores	5,000	4,000
Captains	4,500	3,500
Commanders	3,500	3,000
Lieutenant commanders	3,000	2,600
Lieutenants	2,600	2,200
Masters	2,000	1,700
Boatswains	1,400	1,200
Midshipmen	1,000	800
Cadet midshipmen	500	500
Mates	900	700
Paymasters	2,800	2,400
Surgeons	2,800	2,400
Chaplains	2,800	2,300
First asst. engineers	2,000	1,800
Second asst. engineers	1,700	1,400
Boatswains	1,200	900
Gunners	1,200	900
Carpenters	1,200	900

In nearly every grade there is an increase in pay for every five years of service. Take the case of a paymaster, for instance, who starts with a minimum salary of \$2,800 a year for sea duty, and he can, by subsequent terms of service, work himself up to \$4,200 a year. There will be no increase in rank unless there is a regular promotion; the extra pay is a reward by the government, or rather an inducement for experienced officers to remain in the service.

The pay of a common sailor, landsman is his official name, is \$21 a month, and from this there is a gradual increase for "ordinary" and "able" seamen up to \$30 a month.

#### Soldiers' Traveling Then and Now.

"When soldiers in the service of the United States are traveling their comfort is pretty well looked after," says F. F. Horner, general passenger agent of the Nickel Plate.

"The government requires the railroad company to provide sleeping cars for the officers and also for the privates if it is possible to procure the cars. The first-class accommodations, which left Buffalo, were carried in tourist cars, three men to a section, two occupying the lower berth and one the upper. Of course, if men are to be carried in very large numbers on short notice, such arrangements would be impossible, but even then we would have to provide them with ordinary day coaches. The volunteers who answer the present call will be carried in tourist cars if their journey lasts through a night. Otherwise they will go in day coaches. I don't think that any other country on earth looks after its soldiers so well. When I was soldiering we considered a freight car perfectly satisfactory. We generally had to walk. Being packed into a freight car on a hot summer day was rather uncomfortable, and the men usually secured ventilation by knocking holes in the sides of the car with the butts of their rifles. When the officers reorganized, the boys would say that they were just making loopholes to shoot the 'Johnnies.'—Buffalo Commercial.

#### Three Bears Extra.

A valuable fakir was selling silk star-spangled banners at the 13th street entrance to the Treasury Department the other afternoon. His line of talk was ingenious.

"Look a-here, fellers," said he, "there's forty-eight stars on this flag. Forty-eight, mind you. I'll bet a Matanzas mule that you can't find another Old Glory in this country that has got forty-eight stars on it. Those that you buy in the stores has only got forty-five stars—one for each State. But this here flag o' mine has been built for the occasion. It's got three extra stars added for the three new States—Spain, Cuba and Philippineland. See? If you don't get one of 'em you ain't in the push. You'll have to paint three more stars on the flag you've already got, and you can't make a neat job of it. You might as well have one of them old flags with thirteen stars on it as a forty-five-star flag in these days. Get next! Get in the push! Get into the bag star-spangled handicap with three starters added! They ain't no long shots, either." The fakir did business on that basis, too.—Washington Star.

#### A Good Roads Court.

A Maryland judge has decided that a town ordinance prohibiting the riding of wheels on sidewalks when the streets are impassable is not effective. The rider who was arrested turned on the sidewalk to avoid an exceptionally bad place in the roadway, and, although he rode a distance of only twenty-five feet on forbidden ground, a warrant was issued. The evidence showed that a wheel could not be pushed through the mudhole, and the court, in dismissing the case, ruled that under such conditions riders and drivers were justified in trespassing on private property. It is possible that the higher courts may not sustain so liberal a ruling, but its reversal will not deprive the judge of the lower court of his reputation for common sense.

#### World's Great Cities.

According to the latest authority on population the great cities of the world are, in the order of their size, as follows: London, with a population of 4,231,431; New York (Greater), 3,200,000; Paris, 2,447,957; Berlin, 1,677,351; Canton, 1,600,000; Vienna, 1,364,548; Tokyo, Japan, 1,214,113; Philadelphia, 1,142,653; Chicago, 1,069,850; St. Petersburg, 1,035,439, and Peking, 1,000,000.

#### Very Shocking Drama.

"Ain't that new drama simply disgusting?"

"Ain't it! The idea of that big, handsome villain getting that dear little heroine into that dark room and then not even attempting to kiss her!"

What has become of the old-fashioned boy who had his nose held, and took care of his own business?

#### Russian Stoves.

The stove is the principle furniture of a Russian cottage. It fills a third of the interior of the principal room, being built of brick and plaster, flat on the top. During the day it is used for cooking and drying clothes, and at night it is the family bed, on which all the inmates sleep in a heap, pell-mell.

The art of bunco-steering requires more than ordinary talent.