

social position, I should like to know?—Damn social position!" And so on.

Then, six years after Trilby, appeared in the dailies the following, a special telegram from Paris, as befitted the importance of the incident: "A week ago, in the forest of Fontainebleau, a youthful art student from Boston married a famous model, known as the 'Samothracian Venus.' The country people appealed to the authorities to stop the disgraceful orgies carried on by the artist-colony, and guards were sent to break up the revels. Three days after the wedding the boy was soundly thrashed by his Venus. He is still in bed, and she, now sober, is devotedly nursing him."

Then, in the Bee of the 9th of this month, was noticed a third reminder of the same peculiar sort, a reminiscence of "Mon Frere Yves." It is ill jesting with the infinite seriousness of Pierre Loti; nor is it a harmonious light that this item of daily news (also a reputed special telegram) throws into the somber coloring of this thoughtful, almost mournful, but profoundly attractive book. The book was written apparently between 1877 and 1882; "My Brother Yves" is a common sailor, whom Loti (who is Lieutenant Viaud of the French navy) likes; the story is a narrative of occurrences by land and by sea, in which this sailor, Yves Kermadec, largely figures, and much of his private life and troubles is told. A good sailor, but refractory and dangerous when in liquor; once incurring the death-penalty, often escaping severe punishment only through his patron's intercession; marrying, still drinking, beating his wife and child, deserting from the navy; then, his friend stepping in once more in time, dissolving his Breton stubbornness in difficult tears, and taking "the first solemn oath of his life on the dear little wounded head" of his baby son, that he would drink water thereafter, and returning on board to face his punishment; it has the air all through of a tale from life. Another picture recurs to memory, of the two men, returned from another long voyage, standing together by the grave of Yves' baby girl whom he had never seen; thoughtful, serious, they ponder the mystery of that little creature, a part of him, with his eyes, his looks, a piece of his soul, already gone back, as an installment of himself, to the eternal dust—

"Yves Kermas," says the Bee, "Breton sailor, the original of Pierre Loti's Yves, who was already the father of twelve children, committed suicide at the moment the thirteenth was born. Kermas, who was exceedingly poor, had a hard time rearing his family. * * * He left a letter reproaching his wife."

"One ought," says Loti in concluding his book, "to be able to arrange life-stories as he can those of his books."

A. T. R.

SHIP SUBSIDIES UNPRINCIPLED AND UNNEEDED.

Without questioning the motives of those who favor the measure, and regretting to differ with them in judgment, the Journal feels bound to say that it is opposed to the passage of any ship-subsidy bill at present. It does not believe that such a measure is important or pressing, that its passage at this time is generally desired by the people, or that it could be successfully defended either on grounds of principle or policy.

The payment of money subsidies to encourage any particular industry would be a departure from American usage, if not from correct principles of government. It is the function and duty of government to promote the general welfare by general legislation, but the voting of money to encourage a particular industry cannot rightly be called general legislation. Ship building is but one industry out of a great number that go to make general prosperity, and has no other or better claim to a money subsidy than any other. If it be said that other industries are protected by tariff legislation, it can be replied that the ship-builder gets the benefit of this legislation in many directions, and should not ask a money subsidy in addition. There never was a time in the history of the country when money was more plenty, the rate of interest lower, or when more capital was seeking profitable investment. If ship-building offers a field for such investment, capital will enter it without a subsidy, and every inducement should be offered for it to do so short of a donation of money.

It is true that since the civil war American shipping has greatly declined; but there were much more potent causes for this than the lack of money support by the government. Neither will any person question the importance of a restoration of our mercantile marine to an extent that will enable us to control our ocean carrying trade, and make it a training school for sailors. These objects are very desirable of obtainment, but it is believed they should and can be obtained without resort to the unusual stimulant of a money subsidy. Even under present conditions, ship-building is increasing very satisfactorily. From present indications, and including the large contracts for naval vessels to be given out by the government, it is evident that the next year, probably the next few years, will be the most prosperous period in American iron and steel ship-building on record. An industry that shows such signs of healthy growth is not in pressing need of money subsidy.

Finally, this is not a time for congress to embark in expensive new enterprises of doubtful wisdom or expediency. We have recently ended a foreign war, and still have an insurrection on our hands.

The Nicaragua Canal must be built. The ordinary expenses of the government are steadily increasing. The ship subsidy can wait, and ought to.—Indianapolis Journal (rep.).

CHANGES IN THE CABINETS.

It is said that at the first meeting of the cabinet held after the November election President McKinley invited every member to remain with him during the next four years. Rumor had anticipated the retirement, for personal reasons of several secretaries; but the president's thoughtful act at least forestalls the formal resignations which would otherwise be offered at the beginning of a new term, and gentlemen who would gladly lay aside official responsibility may be persuaded to yield their own wishes.

Up to the present time there have been six changes in the cabinet, Secretaries Gage, Long and Wilson being the only ones remaining of those who took office when the administration began. In the cabinets of the six presidents who have served two consecutive terms there have been sixty changes, an average of ten to an administration.

In Washington's cabinet there were but four men, for the postmaster-general was not counted a member until Jackson's time. The first secretary of the navy was appointed by John Adams; the office of the secretary of the interior dates from Taylor's administration, and that of secretary of agriculture from Cleveland's first term. But Washington's cabinet of four suffered seven changes. Not one of his original appointees continued in the office to which he was first appointed to the end of Washington's second term.

Jefferson's secretaries of state and of war served the full eight years, but in the other three departments there were six changes. Madison had four secretaries of the treasury and as many secretaries of war, and there were twelve changes in all. Monroe retained three of his cabinet ministers during both terms, and made only four changes. But Jackson—who, by the way, had five different secretaries of the treasury made thirteen changes, and President Grant made no less than eighteen.

The Companion recently mentioned the interesting fact that President Pierce was the only president whose entire original cabinet survived through one administration. The wonder is that changes are not more frequent than they are. Yet it is well for us that able and public-spirited men can always be found, willing to sacrifice health, comfort and their private interests in positions that use no measurable reward save honor.—Youth's Companion.