

guess. Abe was a good judge of a man, give him his own head. An' in '62 and '3, well, let's see, there was Tom Corwin in Mexico—had to watch Napoleon there, you know; and Bayard Taylor in Russia—wanted her friendship, and had it; Dayton was in Paris; Charles Francis Adams in London, and Pruyn in Japan. Wasn't that a fine hand when you were playin' the American game? And I was then, you bet! There wasn't a blamed foreigner among 'em—none of 'em ashamed! None of them fellers was a yellin' for fig leaf uniforms to hide his American citizenship. Them men didn't need tussels nor uniforms to bring 'em up to the standard. They were above it at the start; every man of 'em a king. That Adams was a good one. Had his fist under your nose most of the time, I remember, John, to keep you from joinin' the confederacy. Oh, metaphorically, of course, and diplomatically, and ever so darned polite, but there. You require firm treatment, John.

But it's this man Pruyn I'm talkin' about. He was my minister resident at Japan, and a good one; and while the other foreign ministers were a shufflin' and crowdin' the Japs, he got along with 'em easy. Looked over their shoulders a little when they were a playin' the diplomatic game, an' told 'em what was a good move, an' so on. The Japs then were barbarians, you remember, and they didn't like foreigners, neither their smell, their manners, nor the grass that grew under their feet. Once in awhile they killed one. All the foreign legations were heavily guarded with mixed guards; all but the American. Pruyn said to the Japs:

"See here, I'm goin' among you without arms. You know whether I need a guard or not; it's up to you to fix it!"

There were powerful Princes then, and Daimios that the government couldn't control, and it was often unsafe to meet these native troops on the road; but when Pruyn went through them he heard the soldiers say to each other:

"That's the American Minister."

Then, too, the foreign legations spied a nice park, and insisted on having their legation buildings there. The Japs said:

"They have our plum garden, but the blossoms will be red."

Pruyn he hears this, and goes to the Japanese governors for foreign affairs, and says if the people want the park, he don't; and any other just as good land'll suit him.

Uncle Billy Seward—he was my Secretary of State—he caught on. He was

red-headed, Uncle Billy was; but he recognized the pints of peace, and he wrote Pruyn commendatory.

"Pruyn," says he, "I don't see but what you get as much out of the Japs as any of the others, an' you do it without rushin' 'em and treadin' on their toes. That's our proper card. Keep on a playin' it. Your efforts are approved."

Well, along about that time two things happened that illustrate my text—the killing of Richardson, and the wreck of the American bark Chevalier, on the Japanese coast. You remember this, perhaps, John. This Richardson was an Englishman from Hong-Kong; and he, and Marshall of Yokohama, and some others, were traveling on the Japanese highway when they met the Karo or Secretary of the Prince of Satsuma with a guard of two or three hundred men. Well, the Japs of that day were imperialists, and didn't know any better, and the proper caper among 'em was when you met up with a Rockefeller or a Vanderbilt or a Postmaster General, to get down off your horse and pound your head on the ground, two or three times, to show how inferior you were. I'm not blamin' the Japs. They were barbarians and imperialists. I have about seven million he-haw rabbits of my own who are votin' now for that sort of thing. But Richardson, he not only didn't mind the customs, but he didn't give the guard no show. Marshall says:

"For God's sake, Richardson, don't let us have any trouble."

Richardson says:

"Let me alone! I have spent fourteen years in China, and know how to treat this people."

Then he forces his horse between the Karo and the guard.

Now I see myself that there is no use in havin' a Karo an' a guard of two hundred, if you are goin' to leave all sorts of hayseeds ram in between 'em; an' the Japs they attacks the party, kills Richardson, wounds two others, and runs the balance into the American consulate.

Now why? There was a British consulate, a Belgian consulate, a French consulate, and four British, three French, and one Dutch men of war in the harbor; but this British party runs lickity split for the American consulate. And, John, I hadn't a man of war on the coast. The poor creaturs weren't huntin' a world power then. Present safety was all they wanted; an' my flag alone was sacred. It would be respected. The good old flag! the noble flag! It makes me cry to think how I have spiled it since.

UNCLE SAM.

THINKING IN MILLIONS.

A portion of a sermon by Herbert S. Bigelow, delivered at the Vine street Congregational church, Cincinnati, January 24, 1904.

Alfred Russell Wallace, the discoverer of natural selection, and one of the greatest thinkers of the age, has made a suggestion that a new branch of study be added to our popular education. He proposes that an effort be made to teach the people the meaning of a million. He thinks that in every large school a room should be devoted to exhibiting a million at a glance. For this, he says, it would be necessary to have 100 sheets of paper, four feet six inches square, ruled in quarter-inch squares. In every other square there should be a black spot. To represent a million spots, it would take a row of these sheets 450 feet long. A room 30 feet square and 25 feet high, with its walls covered with these minute spots, would amaze the eye and help the mind to comprehend the vastness of a million.

COST OF WAR.

Mr. Wallace looks upon war as one of the causes of a reckless expenditure, which would be stopped if men were able to encompass in their thought the vastness of the figures involved.

Mr. Edward Atkinson has attempted to send home to the imagination the true import of these figures. He shows that in the five years from 1898 to 1902 this nation paid \$700,000,000 for war. To tell a man that is about equivalent to saying that the war expenditures for that period equaled the Nth power of X. But Mr. Atkinson supposes that the average breadwinner gets \$700 a year. This means that it took the work of 1,000,000 men working a whole year to pay that war bill. Fancy all the inhabitants of a great city like Philadelphia bound with chains to heavy tasks and pursued for a whole year with lashes and curses. That is not an exaggerated picture of the unrequited labor in that expenditure of seven hundred millions for war.

Our army, navy and pension bills amount to 350 millions annually. That is our tithe to Moloch. That represents the labor of half a million slaves.

MONOPOLY TRIBUTE.

The monopoly prices that we pay on protected goods amounts to 500 millions a year. That represents the labor of 700,000 slaves.

It is moderate to say that the excessive charges of street and steam railroads and other public service cor-

porations amount to 250 millions a year. That represents the labor of 350,000 slaves.

But what about ground rent? This is unmistakable tribute. How much pure ground rent is paid by the people in the United States? From reliable data at hand I estimate it to be six billions a year. Let us subtract four billions to keep well within the truth. That represents the labor of nearly 3,000,000 slaves.

ESSENCE OF SLAVERY.

The essence of slavery is this, that a man should be deprived of the fruits of his labor. The money which is taken from us in the form of ground rents, war revenues, and monopoly profits, is the equivalent of our labor, and the proof of our slavery. The want ads. in our newspapers have taken the place of the old auction block, and the pangs of hunger do the work of the overseer's whip. Slavery remains. The landlords and the tariff barons alone have a mastery over the fruits of men's labor which is vastly more valuable to them than was the labor of the Negro to the chattel slaveholder.

We may not be able to think in millions, but we can imagine something of the horrors of chattel slavery, and he who looks beneath the form of our civilization must find a slavery more far-reaching, more firmly entrenched, and no less terrible in its way than the slavery of the past.

MAYOR JOHNSON'S WAY.

MAYOR JOHNSON AND THE GRADE CROSSING PROBLEM.

Special correspondence, Cleveland, O., January 23, 1904.

One of the most important questions which has arisen during the administration of Mayor Tom L. Johnson, of Cleveland, has been the subject of abolishing grade crossings. Cleveland, as is well known, is almost a flat city, with its railroads crossing practically all the main thoroughfares of the city at grade and making the question of separating the grades of the railroad and the streets difficult and expensive.

Many years ago a law was passed by the city legislature authorizing the city of Cleveland to undertake the separation of grades, but defects in the law were of such a character that nothing was done under it. The legislature at its last session, however, enacted a new grade crossing law by which the city could notify any railroad crossing a street that it had determined to separate the grades. This law required the engineer of the city

and the engineer of the railroad company to agree upon plans for the proposed separation within a certain limited time, and, in the event of failure on the part of the railroad company's engineer either to prepare and submit such plans or to agree to them within the stipulated time, it was provided that the city could apply to the Circuit court of the county and compel the railroad company to act upon the plans approved by the court; and it was further provided that the city could compel the railroad company in question to bear half of the total cost of the proposed improvement.

As soon as this law was passed, Mayor Johnson instructed the city engineer to proceed at once with the preparation of plans and making of surveys involving the most dangerous of all the railway crossings in the city, and the engineer accordingly drew up plans governing almost every grade crossing in the city.

For a long time it was difficult to secure any recognition or cooperation from the railway company—the problem involved was admittedly great, and the expense which would be thrown upon them doubtless made them unwilling to enter upon the improvements so long as it could be prevented. But all the railroad companies have dealings with the city—the necessity for additional side tracks to accommodate their increasing freight demands and many other privileges which they need can only be gained with the consent of the city, and Mayor Johnson withheld such privileges until the roads would obey the law.

Finally, the Lake Shore & Michigan Southern Railway Company sent one of its vice presidents to Cleveland to consult with Mr. Johnson as to the separation of the grades of Detroit street, and immediately an agreement was reached, an ordinance drawn, put through the Council and accepted by the railroad company which affords a precedent for all future action of the same kind, and the work of abolishing this grade crossing is now almost completed.

Since this ordinance was passed the engineers of the various railroad companies, together with the railroad managers, have had frequent meetings with Mayor Johnson and his city engineer, and the result of his pressure and activity is that within a year seven or eight of the most dangerous railroad crossings in the city of Cleveland will be things of the past. The magnitude of this problem will be easily understood from what has been said

above. If the streets of Cleveland ran over hills and through valleys, it would be easy either to project the line of a street from the top of a hill or to carry a railroad from hill to hill, and allow the street to pass beneath, but a flat city presents a much more serious problem; but, with Mayor Johnson, such questions are of very little importance—his way suggests the reply of the Minister of France to Marie Antoinette. When the Queen told the Minister that she had a request which was exceedingly difficult of accomplishment, his polite reply was: "Madame, if it be but difficult, it is done; if it is impossible, it shall be done."

The result of these years of work in this direction is that the railroad companies have now accepted Mayor Johnson's view that in a great and populous city, the exposure of the lives and property of persons upon dangerous grade crossings is unjustifiable, no matter how great the expense involved in preventing it, and there is now manifested by all the railroad companies hearty cooperation in the accomplishment and achievement of this great work.

Resisting all arguments of convenience and arguments of thrift, Mayor Johnson has insisted upon preserving the beauty of the city unimpaired, while increasing the convenience and safety of the use of the streets.

SUNDAY CLOSING OF THEATERS.

Mayor Johnson stated yesterday that while he does not intend to interfere with the performances of the German theater on Sunday nights he will not allow any other theaters to be open and will refuse to grant any permits for Sunday shows.

"The Germans have been forced to hold their performances on Sunday because they could obtain a theater for no other night," said the mayor. "The custom is one which has been established for a long time, and I shall not interfere. With other companies, however, there is not the same excuse, and I shall not lower the bars to make Cleveland an open Sunday town. The first Sunday performance, two weeks ago, was held without my knowledge. As soon as I heard of the second proposed performance I had it stopped. They are now accusing me of favoritism in allowing the German theater to continue. Perhaps the charge is just, but I believe that as long as the Sunday performances are confined, as they have been in the past, to high class performances in German, there will be no danger of a wide