

destruction of several million dollars' worth of property, including the municipal lighting and power plant, upon which Austin was dependent for its transportation, water and sewage service. The dam, which was a quarter of a mile in width and 70 feet in height and over 18 feet across the top, formed a lake 25 miles long. When the dam broke a wave 50 feet in height rushed down the valley sweeping everything before it.

IN CONGRESS.

This report is an abstract of the Congressional Record, and closes with the last issue of that publication at hand upon going to press.

April 2-9, 1900.

Senate.

On the 2d the Porto Rican bill was under consideration, and Senators Cullom and Spooner spoke in its favor.

Consideration of the Porto Rican bill was resumed on the 3d, Senator Mason speaking in opposition. An amendment offered by Senator Davis to the effect that internal revenue laws of the United States be extended to Porto Rico, was defeated. The bill was passed by a vote of 40 to 31. Not voting, 16.

The resolution relative to the seating of M. S. Quay as senator from Pennsylvania was discussed on the 4th and consideration of the Alaska civil government bill was resumed.

Nothing of importance was done on the 5th, and on the 6th consideration of the Indian appropriation bill was begun.

Consideration of the Indian appropriation and the Alaska civil government bills was resumed on the 9th and the Quay resolution was discussed.

House.

On the 2d no important bills were considered. A resolution offered by Payne, of New York, calling on the secretary of the treasury for information as to whether the present war revenue law creates a surplus, was agreed to.

The consideration of a bill to provide a civil government for Hawaii was begun on the 3d.

Consideration of the Hawaiian bill was resumed on the 4th and continued on the 5th and 6th, to the exclusion of all other important business.

On the 7th memorial resolutions on the late Richard Parks Bland, of Missouri, were adopted, and on the 9th consideration of the agricultural appropriation bill was begun.

MISCELLANY

EASTER MORNING SONG.

For The Public.

A step upon the sea — a breath from heaven blown,

And all the waters flush like God-made wine,

While seed in darkness sown

Springs into life eternal and divine.

A tremor !' the clouds—a flood-tide from the skies,

And all the land is breaking into flower; Love calls—Arise! Arise!

And leaf and bud obey the living power.

Awake, beloved, awake! A song is !' the air,

And Nature's heart with sweetest rapture thrills,

While without fear or care

She loyally the law of life fulfills.

Oh, endless round of life, in which there is no death,

(For so-called dying is but higher birth),

We breathe Love's vital breath,

And walk with joy to-day in the new earth.

ANNIE L. MUZZEY.

ANOTHER RISE IN PRICES.

In consequence of the recent conference held in Chicago at which it was decided to increase the prices of wagons, carriages and other road vehicles, manufacturers at Racine yesterday announced a 20 per cent. advance, effective at once. It is said the makers of materials raised their prices, necessitating the present advance.

"This will not affect our firm or any other which makes fine vehicles," said a representative of C. P. Kimball & Co. last night. "The new schedule will be adopted probably by all makers of heavy wagons and cheaper grades of carriages, buggies, etc." — Chicago Chronicle, of Mar. 27.

A RED TAPE STORY.

It is the red tape which makes the strain heavier than it would otherwise be. After we had been for weeks shut up in Kimberley—not at the best the most cheerful place in the universe—our hearts became specially fixed on our portion of the British army—the relief column. By accident we learned that it had reached the Modder river, after a sharp engagement at Belmont.

Eagerly we awaited news from Lord Methuen. Men and women scanned the horizon nights to seek the first flash from his searchlight.

All night long our three searchlights sent their long streams of fiery light past the rugged fortresses of Scholtz' nek and the rocky kopjes of Spytfontein to the two rivers, on whose banks our preservers were encamped.

"Md, Md, Md," they called, but no answer came. Only the big stars could be seen, and the southern cross seemed to whisper "patience." At last, one night far from the south came the welcome flash. "Kb, Kb," it said. High up in the tower sat Lieut. Col. Kekewich and his staff officers, with picked men from the signal corps. Anxiously they deciphered the first message from their honored chief. It was this: "Ascertain number on forefoot of mule, omitted in Cape Town return."—Kimberley Correspondent of the London Standard.

AN AUSTRALIAN VIEW OF THE AMERICANS IN MANILA.

A letter from an Australian in Manila, published in the Sydney (N. S. W.) Daily Telegraph of February 14.

As you know, the Americans are considered in other parts of the world to be rather a smart go-ahead people. What they are really like in America I do not, of course, know, but the 50,000 or 60,000 troops sent out here consist of the roughest drunken scoundrels that it would be possible to band together anywhere. They have now been here about two years altogether, and it is just a year since the native rebellion broke out, but the country remains in much the same position. It is true that they have now reopened the provincial ports which have been closed during the past year, and that business may now increase owing to fresh supplies of commercial products which support Manila, such as leaf tobacco, hemp, shells, coffee, copra, indigo, etc., but the whole country is still under military government, and the system of taxation being a continuation of the old Spanish highly protective tariff, combined with some additional duties imposed and added by the American authorities, makes everything very dear.

Rents are simply enormous. Licenses for hotels within the city boundary have been raised to 1,200 dollars mex, or £120 per annum, with £40 per annum extra for Sunday serving. You have to pay a license for any kind of shop or business. If you import you must have an importer's license, and if you export you must pay export duty. The curfew system is still maintained. Anyone found on the street after 8:30 p. m. is arrested, locked up all night, and fined 10 dollars (£1) in the morning. The police courts are run by the military, mayors, etc., who are judges pro tem., though they know nothing of law, and positively smoke cigarettes on the Bench.

The form of government here is far worse than the much-abused Transvaal. If you go on the street after 8:30 you may be shot by a sentry, one or two Spaniards and Chinamen having actually met with this fate.

PUBLIC TELEGRAPH SERVICE IN NEW ZEALAND.

Of great interest is Senator Bucklin's account of the telegraph service which he found. When he came from Tasmania to New Zealand he landed at the extreme southern point of the "south island," at a port called Bluff. He desired to inform his friends in Auckland of his arrival. Auckland

is over 1,100 miles north of Bluff, but the charge for 12 words was sixpence—12 cents—although a part of this line is a cable running under Cook strait, from 50 to 75 miles, of course involving a large additional amount for construction. Besides this, the line is for much of the distance through a very thinly populated country, and, New Zealand being some 1,200 miles from the nearest Australia port, there is no amount of through business to compare with all American lines. Moreover, New Zealand's population is quite sparse. But even at this low price and with these disadvantages, the profits on the lines are so large that at the next session a bill will be brought in to reduce the rates, it being contrary to the general policy of the New Zealand and Australian governments to make any considerable profit from public utilities.

Now for the contrast with our privately owned lines. When Senator Bucklin landed at San Francisco he telegraphed to his wife at Colorado. The distance was the same that the telegram was sent in New Zealand, about 1,100 miles. The charge was more than six times the price charged in New Zealand, or 75 cents, as against 12 cents. The line here, for the most part, runs through a well-populated country, is all by land except the cable under San Francisco bay and has a large amount of through business. All who know anything of telegraph business are aware that the cost of service is very much lessened by a large business, as it costs less to keep lines in repair in a densely settled than in a sparsely settled country, and of course an operator must be kept at every station, whether the business is much or little. Nothing could more strongly set forth the disadvantage which the private ownership of telegraph lines of this country lays upon the business of the country.—Joseph Leggett, writing of Hon. J. W. Bucklin's recent visit to Australasia.

ANTI-MONOPOLY WORK IN MINNESOTA.

For The Public.

1. For nearly 30 years all unused railway lands were absolutely exempt from all state and local taxes. For eight years the railway companies were able to defeat every attempt at change. Finally the people amended the constitution so that all such lands are now listed for state and local taxation, the same as farm land around them. The railroads are hustling to

sell their lands and offering them at half the former price.

2. For over 18 years all mineral lands so long as unused, were also wholly exempt from all taxes. A statute law (probably unconstitutional) secured the exemption. Through the efforts of a few active single taxers and others the law was repealed and mineral lands are now taxed—not as they ought to be, but more justly than before.

3. Through the efforts of Alderman Joseph L. Kiichli and Hon Frank C. Brooks (since elected judge of the district court) a decree of the court was secured, in mandamus proceedings, declaring that the Minneapolis Street Railway company has no franchise or privilege in the streets greater than the usual or ordinary rights of any hack or drayman, and that the company is at all times subject to all reasonable regulations of the city council.

4. The supreme court in the case of Stunerson vs. Great Northern Railway company (reported in 72 N. W., page 713) has rendered the most advanced decision that has ever come from any court in the civilized world. The court held that:

Reasonable rates are to be determined "by ascertaining what, under all the circumstances, is a reasonable income on the cost of reproducing the road at the present time."

"The burden is on the railway company to show that the rates fixed by the commission are unreasonable."

A reasonable net income on the cost of terminals is 2½ per cent. per annum.

A reasonable net income on the cost of other property is five per cent. per annum.

Unprofitable business on portions of the road outside of Minnesota cannot be used to increase rates in Minnesota.

Cost of operating unprofitable feeders and extensions is no part of reasonable rates.

With these two decisions as a basis, any railway or other service corporation, can be brought to reasonable rates just as soon as the people determine that they will have such rates.

C. J. BUELI.

Land, which nature has destined to man's sustenance, is the only source from which everything comes, and to which everything flows back, and the existence of which constantly remains in spite of all changes. From this unmistakable truth it results that land alone can furnish the wants of the state, and that in natural fairness no distinctions can be made in this.—Emperor Joseph II., in *Oestreichische Geschichte fur das Volk*, Vol. XIV. (Vienna, 1867).

THE MISSOURI.

I.

Between low brinks of ragged clay
The rapid river takes its way.

Its heavy, tawny waters flow
As if their road they did not know;

Swirl off in loops, spread out in lakes,
Whose sandy shoals trail sluggish wakes.

They gnaw away the tumbling banks,
Mow down their leafy willow ranks;

They dwindle, till the dust blows round
Where fishes swam and men were drowned;

Then flood the bottoms miles away,
Fence, barn and house their scattered prey;

But yet, far back, the hills remain,
Which all their wanderings restrain.

II.

O mighty river, we may see
Our new democracy in thee.

No Rhine art thou, by cliffs beset,
With castles on each parapet;

No Thames, of placid, even tide,
With glass lawns edging either side;

But strong, and turbid, and perplexed,
By frequent whirls and eddies vexed—

At times an overwhelming fall
Of brute destruction—yet through all

Large wealth bestowing—grain and woods
Upspringing where once swept thy floods.

And so we know, whate'er thy force,
God's hills will hold thee to his course.
—Cameron Mann, in *Century*.

THE DEMOCRATIC PLATFORM.

How would it do to have a new style of platform to get a little heart in it, and say: "The democratic party pledges itself to the cause of human freedom, freedom from all oppressions at home and to render justice and the right of self-government to all people; to defend the constitution and suppress monopolies." Stop right there. ("Every drop of water after that spoils the punch.")

Then go to the people; ask them if they want a large standing army that can be used by the president as he likes, and sent to the other side of the world by his order. Ask them if they will have a republic, under the constitution, or an executive officer who, of his own will, brings on war, invades foreign lands, appoints commissions to do his bidding in governing conquered people; regulates by his order the customs and revenues of such people, and orders the violation of the mails and the suppression of information for his personal political advantage. Ask them if they believe it accords with honor, justice, Christianity, to kill, burn the houses and devastate the country of a people because they claim only the right to govern themselves. Ask them if they approve of the expenditure of two or three hundred millions of their mon-