

the hoodlums run any town on the American continent is that the fine-haired people, the self-styled "better classes," think they are better than other people. They are unwilling to be jostled by a hoodlum on the day of election.

Mr. Klutz—The mugwumps?

Mr. Clark, of Missouri—Yes, the mugwumps, or jugwumps, as Sam Jones calls them. These fine-haired people are too good to discharge their political duties. They stay at home in idleness, clothed in their mantles of self-righteousness, while the hoodlum discharges not only his own political duty, but also the political duty of the fine-haired citizen. I repeat it, Mr. Speaker, and it is the last I have to say about it at present, that you can rule this amendment out of order now, but the day will come when this bill will be, must be, considered here. (Applause.)

FATHER M'GLYNN.

An address delivered at the memorial meeting in honor of Rev. Edward McGlynn at Cooper Union, New York city, January 7, 1901, by Lawson Purdy.

Many have labored and now labor to lift the lowly and establish justice. Some are scornful of efforts to raise the individual, and believe that only by great economic changes can lasting good be wrought. They say that man is the creature of his environment, and that his environment must be altered before he can be elevated. Others say that the evil conditions of society spring from individual wickedness, and that man must be made moral and industrious before society can be made better.

It is no uncommon thing for reformers to jeer at charity organizations and well-disposed alms-giving persons, and taunt them with paying their alms as premiums of insurance against violence and riot. The almsgivers retort that the cranks and theorists live by agitation, and touch not with one of their fingers the burdens of the poor.

I am well aware that an unanswerable argument can be made against aiding the unfit, but this places mankind on the level of the beasts of the field. The force of the argument may be admitted and such aid be justified on the ground of political expediency. It needs no such justification, for we are more than beasts, and the highest and best instincts of the soul prompt us to relieve pain, to clothe the naked and feed the hungry.

God made the human heart and implanted in us all a craving for love and the desire to express it, and the man

or woman, who, unknown and unhonored, makes life a little easier, a little sweeter for one of God's children is doing the Master's work.

Some noble men have spent their lives serving humanity, and for lack of the quality that begets affection have failed to exert great influence. Others as noble have loved and served men and won their love and confidence. Then, through ignorance of the cause of poverty and crime, they have failed to achieve much lasting good. Their well-won power has been wasted.

Dr. McGlynn was in every sense an educated man. His mind was developed by thought, and the study of men and books. He spoke several languages fluently. He had an academic training in philosophy and history in the College of the Propaganda at Rome which could hardly be surpassed. When "Progress and Poverty" was placed in his hands by one of his parishioners he was thoroughly competent to weigh its argument. His reason was convinced and love bade him act.

When he was forced from his parish of St. Stephen's, thousands of his flock came to hear him preach, and in those dark years of excommunication his support came from those who, like himself, were faithful Catholics. They knew that he taught nothing contrary to the Catholic faith, and he knew it. In love and patience he worked and waited until his restoration proclaimed to the world that his ancient church found nothing to condemn in the doctrine that God's storehouse is for all his children.

Those of you who have passed the age of 30, and many who are younger, know that there are times in the lives of men and women when the heart feels sore need of sympathy, of counsel, of encouragement. You know that he who has given such sympathy, counsel and courage wins gratitude, respect and love. To many thousands Father McGlynn gave sympathy, counsel and courage. They were an hungered and he gave them meat; they were naked and he clothed them; they were sick and in prison and he visited them.

They tell the story that one day a poor woman visited the father and begged a pair of shoes that her husband might accept an offer of work. Dr. McGlynn sent for the shoes in his bedroom and gave them to her. A little later he prepared to go out and found that he had given away his last pair of shoes.

Do you wonder that when, from Henry George, Father McGlynn learned the lesson of social justice, learned how

"to find room at the Heavenly Father's table for all his children." that his people were ready to believe the story he told them? They trusted him because they knew there was no unselfishness in him. They had proven his heart and his head; they had tasted of his love and of his counsel. And because these thousands knew him, trusted and loved him, the fame of him went abroad and many came to hear him and believed the message that he brought them.

When the ban of excommunication was lifted and Dr. McGlynn was sent to perform his priestly functions in the little city of Newburgh, instead of the great city of his birth, he obeyed the call of duty without a murmur. Many, who had felt the thrill of addressing great audiences and been well-nigh worshiped as he had been, would have failed in this test. Not so Father McGlynn.

In February, 1896, some newspaper asked the question: "What has become of Dr. Edward McGlynn, priest, orator, agitator and reformer?" And the Newburgh Daily Register answered it in this wise:

Dr. McGlynn is here, neighbor, here, ministering to the spiritual needs of the people of St. Mary's parish, visiting the sick, comforting the dying and burying the dead.

As a priest he discharges the duties of that noble calling, humbly and conscientiously, and reflects in his own daily conduct the beauties of the Christianity he represents and of which he is a noble exponent. He mingles with the people and is beloved by all. He belongs to no one congregation, but to the city. His goodness has no limitations. He is broader than any church or creed. He oversteps denominational lines. Rich and poor, high and low, are equally drawn to him by his eloquence, his loveliness of character and the resistless magic of his charming personality.

Many of you here remember how that grand voice rang through this old hall, and how our hearts were stirred and we here resolved that we, too, would do something to hasten the coming of the kingdom for which he ever prayed. We remember the affection that was in the grasp of his hand and how the light of love shone from his eyes.

Father McGlynn was the ideal reformer. His life illumined and embodied his preaching. He won trust and confidence by his life of sacrifice, and taught that social justice is a duty as binding as personal uprightness. He attacked vested wrongs at whatever cost. To him no rights were sacred that were not human rights, and all men are created equal because God is their father and all men are brothers.

He has gone to his reward. May the Lord grant unto him eternal rest, and

may the everlasting light of truth, which was a lantern to his feet and a light unto his path, forever shine upon him.

ST. CLEMENT'S PRAYER.
"US FOUR AND NO MORE."

By his report for 1900, Mr. Chamberlain, United States commissioner of navigation, furnished some data as to what ships would get subsidy, and how much each would receive. The situation meanwhile has not materially changed, except in directions that confirm the conclusion below noted.

Though Mr. Chamberlain's figures are used, it must not be understood that the facts are much more extreme than he thus admits:

First: By his previous report, dated October 18, 1899, at page 37, the commissioner himself estimates the subsidy earning capacity of only a part of those above noted (viz.; ships of speed 14 knots or above), at \$2,232,184.

Second: The commissioner's estimate above is made on the basis of ships in 1899. It so happens that in that year an extraordinary proportion of the vessels of such lines as Pacific Mail, Pacific Coast, and Oceanic were chartered to the government for transportation service.

Third: The United States commissioner omits to count the vessels in the Hawaiian and Porto Rican trade.

Fourth: In one case, that of Paris, his subsidy calculation is put at only \$85,000, instead of \$350,000 that she would more ordinarily earn—that ship having been disabled for the greater part of the year by grounding.

Fifth: Most important of all, the commissioner has assumed in his estimates that no more subsidy eligible ships would engage in the foreign trade, and that those that are in it would make no more trips with the subsidy than without it. If this were true it would be fatal to the bill. But of course it is not true.

The cool greed of the gentleman who drafted this bill cannot be better illustrated than by considering, in connection with the subsidy rates given, the list of eligible steamers in connection with their ownership.

I.—AS TO AMERICAN SHIPS.

Under the senate bill as reported the aggregate subsidy given American vessels is for 6,400 miles round trip (of a 3,200 mile voyage—the most common length)—

	Per Gross Ton.
On 21-knot vessels.....	\$2.26 each voyage
On 20-knot vessels.....	\$2.07 each voyage
On 19-knot vessels.....	\$1.94 each voyage
On 18-knot vessels.....	\$1.81 each voyage
On 17-knot vessels.....	\$1.68 each voyage

On 16-knot vessels.....\$1.56 each voyage
On 15-knot vessels.....\$1.49 each voyage
On 14-knot vessels.....\$1.43 each voyage
On 13-knot vessels.....\$1.11 each voyage
On 12-knot vessels.....\$1.11 each voyage

—and for shorter voyages similarly graded but somewhat higher rates.

A list of the vessels reported by United States Commissioner Chamberlain as eligible to receive full rates, classified by their speed, with gross tonnage in parentheses after each, is as follows:

Twenty-one knots: New York (10,674), Paris (10,668), St. Louis (11,629), St. Paul (11,629).

Nineteen knots: None.

Eighteen knots: None.

Seventeen knots: China (5,060), Havana (5,667), Mexico (5,667).

Sixteen knots: Queen (2,727), St. Paul (2,240), Senator (2,409).

Fifteen knots: City of Puebla (2,623), Alameda (3,158), Australia (6,901), Mariposa (3,158), Segurancá (4,033), City of Washington (2,263), El Sud (4,659), Admiral Dewey (2,104), Admiral Sampson (2,104), Admiral Schley (2,104), La Grande Duchesse (5,017), Friesland (6,824).

Fourteen knots: Saratoga (2,820), Vigilancia (4,115), Orizaba (3,496), Seneca (2,729), Caracas (2,877), Philadelphia (2,520), Curacao (1,503), City of Peking (5,079), City of Rio Janeiro (3,548), Victoria (3,502), Admiral Farragut (2,104), City of Seattle (1,411), Concho (3,724), Peru (3,528), Pomona (1,264), Yucatan (3,525), Kensington (8,699), Southwark (8,607), Westerland (5,994), Michigan (4,982), Manhattan (8,004), Mohawk (2,784).

Thirteen knots: Ohio (3,967), Allianca (2,985), Atlas (1,942), City of Sydney (3,017), Columbia (2,772), Santiago (2,358), Umatilla (3,069), Walla Walla (3,069), Zealandia (2,730), Noordland (5,398), Waesland (4,856), Belgenland (3,873), Rhyneand (3,868), Manitou (6,849), Marquette (7,057), Menominee (6,919), Mesaba (6,833), America (5,158), Europe (5,302).

Twelve knots: George W. Elder (1,709), Advance (2,604), City of Topeka (1,057), Corona (1,492), Finance (2,603), Maverick (1,561), Oregon (2,335), San Marcos (2,839), Willamette (2,562), Cherokee (2,566), Penland (3,867), Appomattox (2,875), Chickahominy (2,875), Greenbrier (2,875), Kanawha (3,884), Rappahannock (3,884), Shenandoah (3,886), Anselm (1,562), Olympa (2,837), Tuscarora (6,117), Chesapeake (4,557), Lackawanna (3,855), Potomac (3,868), Delaware (3,855), Weehawken (2,784), Genesee (2,830), Suwanee (2,736).

Comparing this classification with Lloyd's statements of ownership of the vessels scheduled, we find that the International Navigation company alone will receive the total full subsidies paid for ships of above 17 knots speed.

Or, if we take the whole list, group according to ownership the vessels that are eligible to full subsidy rates and then take Mr. Chamberlain's own figures as to the yearly subsidy that each would draw even if it made no more trips with subsidy than it did in 1899 without subsidy, we find that about nine-tenths of all full subsidy

in the near future would be drawn by just four of the patriotic subsidy beggars who are behind this bill, viz:

THE INTERNATIONAL NAVIGATION CO.

(Mr. Griscom's Pa. R. R. Standard Oil Aggregation.)

Ship.	Tonnage.	Subsidy.
New York.....	10,674	\$257,841
Paris	10,668	93,708
St. Louis	11,629	408,596
St. Paul	11,629	357,522

Total

THE N. Y. & CUBA MAIL CO.

Ship.	Tonnage.	Subsidy.
Havana	5,667	\$68,106
Mexico	5,667	66,802
Segurancá	4,033	45,915
City of Washington.....	2,663	23,438
El Sud	4,672	2,214
Saratoga	2,820	29,469
Vigilancia	4,115	51,355
Orizaba	3,496	32,839
Seneca	2,729	30,046
Yucatan	3,525	44,732
Santiago	2,358	18,892
Matanzas	3,094	26,696
Niagara	2,265	7,642

Total

PACIFIC MAIL S. S. CO.

Ship.	Tonnage.	Subsidy.
China	5,060	\$71,179
City of Peking.....	5,079	53,431
City of Rio de Janeiro.....	3,548	32,642

Total

AMERICAN MAIL S. S. CO.

Ship.	Tonnage.	Subsidy.
Admiral Dewey	2,104	\$27,673
Admiral Sampson	2,104	25,306
Admiral Schley	2,104	22,693
Admiral Farragut	2,104	26,595

Total

ALL OTHERS (NINE).

PACIFIC COAST S. S. CO.

Ship.	Tonnage.	Subsidy.
Queen	2,727	\$16,493
Caracoa	1,503	14,080
Umatilla	3,069	15,897
City of Topeka.....	1,067	49
Walla Walla	3,069	15,897
Alameda	3,158	28,422
Mariposa	3,158	35,517

PLANT.

La Grande Duchesse.....5,017 6,999

A. & C. NAV. CO.

Caracas

Philadelphia

A. T. PRITCHARD.

Victoria

N. Y. & TEXAS S. S. CO.

Concho

STANDARD OIL CO.

Atlas

Maverick

OREGON NAV. CO.

George W. Elder.....1,710 472

CLYDE S. S. CO.

Cherokee

UNITED FRUIT CO.

Olympia

Total

Of the full subsidy cream, therefore, there goes even under the grossly inadequate estimate of Commissioner Chamberlain—

To the International Navigation Co.....\$1,117,667 or 54.5 per ct.

To the N. Y. & Cuba Mail S. S. Co..... 440,474 or 21.5 per ct.

To the Pacific Mail S. S. Co..... 157,252 or 7.5 per ct.

To the American Mail S. S. Co..... 102,267 or 5.0 per ct.

To all others (nine)..... 226,716 or 11.5 per ct.

—the four first-named receiving nine-tenths of the whole.

II.—AS TO FOREIGN-BUILT STEAMERS.

Taking the statement in this regard furnished in the recent report of the United States commissioner of