

sideration on the 1st, Mr. Robinson spoke on the autocratic character of the House rules (p. 3748), and Mr. Grow on the election of senators by direct vote of the people, introducing a joint resolution of the Pennsylvania legislature approving this change (p. 3750). Mr. Sulzer offered an amendment appropriating \$50,000 or so much of that sum as necessary for the care of the lighting of the "Liberty Light" in New York harbor, to which he spoke (p. 3752), being opposed by Mr. Cannon (p. 3753); but his amendment was rejected, 67 to 61 (p. 3754). Following a desultory discussion on the 2d, and the adoption of several amendments, this bill was passed (p. 3812), and consideration of the revenue cutter service bill resumed and continued on the 3d, when it also was passed. After the urgent deficiency appropriation bill had been passed on the 4th (p. 3903), the House went into committee of the whole on the Chinese exclusion bill (H. bill No. 13031), in charge of Mr. Hitt, who opened the debate (p. 3904). Mr. Perkins (p. 3905), Mr. Clark (p. 3907), Mr. Adams (3913), Mr. Kahn (3913), Mr. Napfen (3913) and Mr. Palmer followed. Mr. Grosvenor discussed the bill on the 5th (p. 3947), as did Mr. Jett (p. 3948), Mr. Gillett (p. 3948), Mr. Otjen (p. 3949), Mr. Hooker (p. 3952), Mr. Brick (3956), and Mr. Lloyd (p. 3967); also (p. 3956) Mr. Kern, Mr. Cochran, Mr. Thayer and Mr. Green. The bill was still in committee of the whole when the House adjourned to the 7th.

Record Notes.—Speech of Senator Quarles on the oleomargarine bill, at p. 3661; and that of Senator Dillingham on the same subject at p. 3771; Senator Patterson on slavery in the Philippines at p. 3715; and Representative Adams on Chinese exclusion at p. 3921.

Text of Sulu treaty at p. 3716.

Receipt by Senate from Secretary of War of English translation of the proceedings of the Cuban constitutional convention, p. 3777.

Bills introduced: H. bill No. 13225 (p. 3820) to abolish slavery in the Philippines; H. bill No. 13327 (p. 3858) and No. 13363 (p. 2918) to fix the gold standard.

Report on bill to protect miners in the territories, quoted and passed in Senate (p. 3676).

MISCELLANY

THE PROPHETS.

For The Public.

'Twas a bright and beauteous planet,
Peopled by a race of slaves;
Godless fools, with hearts of granite,
Journeying on to shameful graves.

Braggart braves,
Graceless knaves,

Knowing not the truth that saves.

To this orb there came a Seer,
Teaching men as best he could,
Preaching truths men should revere—
Be ye brethren! God is Good!

Brotherhood!
God is Good!

Things we've never understood.

Ages passed. The age now passing,
Heedless yet of what he said,
Goes its way, its numbers massing—
Goes as did the ages dead.

Banners red,
Mercy fled!

Still with truth will not be fed.

Horde of selfish, warring nations,
Cheated, hindered by disputes;
Wearying God with invocations—
God, whose word their claims refutes.

Greedy brutes,
Hell's recruits,

Eating evil's bitter fruits.

But 'tis writ: A thousand ages
Are with God but as a day.
He will send us other sages,
Showing us the righteous way.

Cheering ray!

"Come!" we pray,

Aid them, brothers, as ye may.

STEPHEN BELL.

THE NEW CIVILIZATION IN THE SOUTH.

Col. Kirby, in his speech before the Progressive Union of New Orleans, is quoted as saying that "upon the Gulf of Mexico will be built up a civilization such as the world has never seen." Let us hope that when our great civilization shall come, the words "such as" will be found to refer to quality as well as to quantity.

Now that the South is entering upon an era of prosperity, is it not worth while to ask ourselves seriously whether we would not like to vary somewhat from the many civilizations of prosperity that the world has seen in its long day? There have been in the history of the world, in various countries, eras of great advance in prosperity, in wealth, in the refinements of luxury, in all the arts of cultivated life. Somehow none of these eras have had satisfactory results.

And why? Because the wealth and the culture were measured by the quantity of these concentrated in a class, and the civilization was thus narrow and exclusive, based in fact upon the servitude of the great masses of laborers.

And why could this be so? Because, by means of force or fraud, the natural sources of production, and various special privileges, were in the hands of a class, a well-named "privileged class."

If we want a civilization which shall rival the civilizations founded on this basis, we of the South stand now on the verge which leads thereto. Let us continue to grant special privileges and franchises without due return to the people; let us continue to tax labor and exempt monopoly; let us continue to elect to office men or their tools whose object it is to fleece the public under the catching watchword of "progress;" let us continue to do these things, and we shall reap just the civilization which the world has seen over and over.

The great need is that the men of head and heart among us should see a higher ideal of civilization—one in which prosperity shall not lead apart, which shall not separate man from man by a wider gulf, but shall be the prosperity of the wage-earner as well as of the capitalist.

We need to learn that all progress is not progress; that all prosperity is not prosperity. The prosperity that history tells of has invariably led to ruin.

It is clear that it must be so, as long as the principles of its distribution are unjust. For if THE PROGRESS OF THE DISTRIBUTION OF WEALTH IS INEQUITABLE, THEN IT MUST FOLLOW THAT THE GREATER THE WEALTH, THE GREATER WILL BE THE CLEAVAGE BETWEEN THOSE OF THE HOUSE OF HAVE AND THOSE OF THE HOUSE OF HAVE NOT. It is just this cleavage which has destroyed all the boasted civilizations of the past.—J. H. Dillard, in the Houston Weekly Times.

THE COMMONER'S SUBSIDY BILL.

Senate File No. 334,463,187.

A BILL TO PROVIDE FOR MUD-STREET MAIL SERVICE BETWEEN THE DEPOTS IN EVERY OLD VILLAGE AND THE POST OFFICE, TO PROMOTE DRAYAGE, AND TO ENCOURAGE ANY OLD THING THAT NEEDS IT, AND HAS GOT A PULL.

Be it enacted by the senate and house of representatives of the United States of America in congress assembled.

TITLE.—Mail Conveying Vehicles.

Section 1. The postmaster general is hereby authorized and directed to enter into a contract for a term of not less than five years nor more than fifteen years, with American citizens possessed of any old kind of a vehicle drawn by any species of live stock, for the carrying of mails between the depots of all American railroads and the post offices of the government by the nearest route.

Section 2. That vehicles so employed in the mail service shall be owned by American citizens and drawn by live stock as follows, to-wit: First two years of such contract, by at least one mule and any other animal; during the next succeeding three years by at least two mules, and during the remainder of the time by at least one horse and one mule or two horses. Said animals shall be sound in wind and limb, with the exceptions that they may be afflicted with spavin, ringbone, glanders, stringhalt or blindness, but not more than three of said diseases at one and the same time. The vehicles shall have either wheels or runners as best suits the season, and in the case of unusually muddy roads they may be operated as scows.

It shall be stipulated in the contract that said vehicles may carry passengers with their baggage upon giving bond to pay fare and relieve the government from liability in case of wreck, runaway or failure to reach destination in time for dinner.

TITLE II.—General Subsidy.

Section 1. That from and after the 1st day of June, 1902, the secretary of

the treasury is hereby authorized and directed to pay, subject to the provisions of this title out of any moneys not otherwise deemed the property of the syndicates and corporations, to the owner or owners of any dray, wheelbarrow, farm wagon or dump cart owned by a citizen or citizens of the United States, and being engaged at the time in hauling, transporting or carrying any old thing between points within the United States, one cent per hundred pounds for each one village or city block so hauled.

That compensation under this title shall not be allowed in respect of any of the following named vehicles:

A vehicle that is so badly greased that it squeaks.

A vehicle that has not been painted at least once during its whole existence.

A vehicle that has neither shafts nor tongue.

A vehicle that has been foreclosed under chattel mortgage.

A vehicle which is driven by any other person than a white man, black man, brown man, yellow man, sun-burned man, a blonde man, or brunette man or a wife or daughter of said man in case the aforesaid man is too lazy to work for his own living.

That the blockage to be decided on under the title shall be determined by the nearest direct route around all mud holes, chuck holes, stumps and hog wallows. If during the trip the vehicle shall be stopped at two or more points to permit the driver to secure liquid refreshments or give the motive power of said vehicle a bag of oats or a wisp of hay, said stops shall be counted as a part of the distance traveled.

Section 2. That any vehicle, before receiving compensation under this title, shall have with it on each trip at least one spotted purp for each cubic yard of vehicle bed capacity and any other kind of a purp for each additional half yard cubic measurement of said bed.

Section 3. That the owner of said vehicle, before receiving compensation under this title, shall agree in writing to turn over said vehicle to the government of the United States whenever it is deemed necessary for the government's safety.

TITLE III.—Any Old Kind of Fishing.

Section 1. That from and after the 1st day of June, 1902, the secretary of the treasury is hereby authorized and directed to pay out of the public treasury any money not already

mortgaged to J. Pierpont Morgan or the Standard Oil Company, bounties as follows:

To any owner of said vehicle who shall carry friends to the nearest fishing resort, two dollars per passenger, provided that each passenger furnishes his own bait and gives bond to tell the truth about his catch.

TITLE IV.—General Provisions.

Section 1. The president of the United States shall from time to time enforce this act if he is not too busy changing his cabinet.—The Com-moner of April 4.

“THE BEST GOVERNED COMMUNITY IN THE WORLD.”

THE AMBITION OF MAYOR TOM L. JOHNSON FOR CLEVELAND, O.

By Frederic C. Howe, of the Cleveland City Council, in the World's Work for February.

Walter Bagehot, with his keen insight into democratic institutions, has observed, in speaking of Sir Robert Peel, that the successful constitutional statesman is the man of “common opinions and uncommon abilities.” He is the sort of man whose opinions are those of the street; who does not stray too far in advance of the current of popular opinion. He is a man of whom the average person will say that he is safe and sound. In much the same way Lord Palmerston once commented on a member of the English ministry—that he did something that he was not compelled to do, a most uncommon proceeding in a statesman.

Mr. Tom L. Johnson, the mayor of Cleveland, is not this type of man. His opinions are as uncommon as his abilities, and most of the things he does are things he is not compelled to do. And he does not wait for public opinion. He makes it, and, if necessary, breasts the waves which break about him.

Some time ago in a public meeting he resented being termed a “reformer.” A reformer, he said, was like a crab, because he goes backwards. And under whatever name he may bear, Mr. Johnson is not going backwards. His ideas and achievements are revolutionary, radical, or just, according to the temperament of the onlooker.

Like Mr. Joseph Chamberlain, Mr. Johnson became a successful politician after he had become a successful business man, and the career of the present colonial secretary of England as councilor and mayor of Birmingham offers many analogies to the mayor of Cleveland. Mr. Johnson frankly admits that his wealth came from special privileges; that

these privileges were public franchises, government patents, and the protective tariff, and that he does not believe in any of them. The protective tariff he strove to abolish while in congress; and as for public franchises, he would tax them, and, eventually, bring them under public ownership. As to the special privilege of private ownership in land, he would destroy this by the single tax. In his opinion, the present inequalities of wealth are largely traceable to special privileges, privileges acquired as free gifts from society and used under the powers thus acquired for personal profit. With these abolished, the worst economic evils of the day would remedy themselves by the free and unrestrained power of competition, and the country would adjust itself to a higher industrial and social plane.

Mr. Johnson does not discuss the fundamental principles of his philosophy. Possibly he has none, save a devotion to the principles of the single tax; and to the adherents of this idea the philosophy of Henry George alone is enough. But if it is possible to gather his political religion from his public utterances, it would seem to be the religion of justice. His attitude on privileges, as well as on the question of taxation, is but a corollary of this principle. For special privileges are a derogation of the equal rights of all in favor of a few.

Mr. Johnson is a strong man and he has overcome the greatest obstacles to success. To him the struggle for existence is natural, and it seems easy. The means of relief is greater freedom in the operation of nature's laws. And by conviction he has become the foremost exponent in America of the teachings of Henry George. Because of his belief, his life to many is a paradox. Identified by tradition and class instincts with wealth and conservatism (for he was born of an old Kentucky family), his political views have always been opposed to the means by which his wealth was created. In his youth he was employed in a subordinate capacity by a street railway company in Louisville. From that position he became an operator in similar properties in Indianapolis; and while still a very young man became an important factor in the Cleveland Street Railway situation. There he acquired a controlling interest in railways of apparently little value, which he developed by shrewd maneuvering into