

be a little American than a Big Thief, and it's more economical.

After all there ain't anything in violatin' the commandments of God. What's the spoon value, anyway, of the stuff I've stolen? The Philippines are an annual debt; and the Panama canal is a fish-trap for money, set and tended by financiers.

Well, this Japanese-Russian war has saved me a pot of money anyway. I don't dig taters no more, an' save up, to build a lot of tin warships, vulnerable without and within', to go fightin' in. The tin warship business is over fer me; and it looks the same fer the rest of you fellows. Say, John, what's to 'become of great naval empires if the ironclads can be blown out of water' by any little antimere of a torpedo boat? What becomes of you if warships won't float? Where's your Indian empire, and South Africa? Why it reconstructs Christendom, and countries will begin to govern themselves. The South American republics won't need no warships, nor no Monroe doctrine. All they'll need will be a half dozen torpedo boats apiece along shore, and Europe will be so courteous that The Hague court can do all the business; or, if not, and a warship menaces 'em a torpedo fleet or a submarine, swarming it some dark night, will do the business.

Anyway I've got the lesson. I may lay in a few torpedo boats to have along shore to keep foreigners from bein' too fresh, but as for sheet-iron powder tanks as fightin' machines—I save the price.

Torpedo boats may venture more,
But big warships must keep near shore.
UNCLE SAM.

MAYOR JOHNSON'S WAY.

Believing that the publicity given to the question of paroling prisoners from the workhouse would be of general interest, a correspondent recently called on Harris R. Cooley, who has charge of the departments of charities and correction under the Johnson administration, and asked for a statement from the standpoint of the administration, to which he replied in part as follows:

"When Mr. Johnson was the first time elected Mayor of Cleveland, he asked me to accept the position of director of charities and correction. For 21 years I had been pastor of the Cedar avenue church, and now I suddenly found myself face to face with the problem of the poor and the criminal. Very early in our conversations

concerning the work of my department the question of kindness and mercy toward the so-called criminals was considered. I said that a radical change in the manner of dealing with this class of people would frighten many good people, and would bring much adverse criticism. In his characteristic way the Mayor said: 'If it is right, we will go ahead and do it.' He not only gave to the movement his support and sympathy, but he himself led out in the work far beyond the old traditional methods. He has never hesitated to give his hearty approval. During his first administration, we pardoned and paroled 1,160 prisoners. The fact that during the previous administration only 84 were pardoned indicates the departure from the established method. In the political campaign much was said about his dealing with crime 'with a kind and considerate hand.' He is not the first man who has been called 'a friend of publicans and sinners.' I think much of the fear and dread which were in the hearts of good people has passed away, and that there is a growing feeling that mercy and kindness are elements of strength in the reformation of men.

"At first there was much interest in the meetings of the pardon board and the room was crowded with spectators. I invited a number of my brother ministers to go out and see for themselves. As different cases would come up before us, the individual human history would be brought out by the quick, skillful questions of Mayor Johnson, so that you could see, as Victor Hugo says, 'the path up which the crime had come.' Here is a man in prison for neglect of his family. The wife and little children are present. The child innocently climbs on his father's knee. I would ask my minister friend what he would do. 'Oh,' he would say, 'I would give that man another chance.' He had passed unconsciously from the conception of prisoners as an outcast class by themselves, to that of so many individuals, each with a human history.

"We found that many prisoners were in the workhouse because they had no money to pay their fines. The Mayor took the ground that this was practically imprisonment for debt, which our civilization is supposed to have outgrown. Out of 1,160 pardoned and paroled, if they could have raised the money over 900 would have gone out before we even considered their cases, and, as the lawyers say, 'the ends of justice would have been satisfied.' If a man ought to be kept in prison for

30 days, he ought to be kept there the same, whether he has \$5 or \$5,000.

"The cases of intoxication were dealt with leniently, with the feeling that there ought to be kinder and more rational treatment. Many men have committed suicide in their desperate struggle with drink.

"In our conversations the Mayor has often expressed himself as becoming more and more convinced that most of the so-called crime is the result of bad environment; that the great, underlying cause of crime, misery and wretchedness is the lack of opportunity to earn a comfortable and honorable livelihood. He has the feeling that most of these people have not had a fair chance in life; that they are the victims of unjust social and industrial conditions. He sees clearly in the single tax movement the fundamental remedy by restoring to all the children of men their birthrights in the earth and its natural advantages. He believes that with better opportunities for all, the world would progress beyond our fondest dreams, industrially, socially and morally.

"Time will tell whether kindness and mercy are not stronger elements in human reformation than severity and brutality of punishment."

STATUS OF THE PANAMA CANAL QUESTION.

The following article, written for The Public, is from the pen of a man of national reputation, whose familiarity with the subject is highly exceptional. In transmitting the article its author describes the canal question as "not yet a closed book although it may be very soon."

For more than 75 years citizens of the United States as well as of foreign countries have vainly endeavored to open a waterway across the American isthmus. The carrying trade of the world has now reached such proportions as to demand the introduction of the economies which would result from its construction at the earliest practicable date. It is estimated that these economies would save not less than \$200,000,000 to the trade of the world every year, or more than the entire estimated cost of the largest canal ever projected. Foreign governments are debarred from undertaking the work by the promulgation of the Monroe Doctrine, and our own citizens have been prevented from completing a canal by adverse legislation, so that the duty has now devolved upon the general government in response to a popular demand that such an interoceanic waterway should