

WHEN ST. PATRICK'S DAY COMES ROUND

BY ANDREW O'LEARY

Sure, maybe ye've heard the cushadoo
A-whistlin' at Moh'rabinnee,
A-callin' the Spring' to ould Ireland again
An' the primrose out av the lea.
Sure, swate is his song av a mornin',
But swate there's divil a sound
Thin the drum an' foife av the boys in green,
Whin St. Patrick's Day comes round!

Sure, maybe ye've heard from a three-top
The song-thrush after the rain,
Singin' back to ould Dooney the sun-shine,
Loike a shmile at the endin' av pain.
Oh, there's sorra a chune that is softer,
But swate I'm thinkin' I've found
Whin I'm hearin' the boys wid their drum an' foife,
An' St. Patrick's Day comes round!

An' maybe ye've heard in Kilvarnet
The storm-thrush whistlin' alone,
While the singin' av Katie by Tullagh-Bog well
Would be melfin' the heart av a wthone.
Sure, they're swate to the ear av a mornin',
But I'm thinkin' there's divil a sound
Quite av foife av the boys wid the foife an' drum
Whin St. Patrick's Day comes round!

HOW RUSSIA IS REACHING OUT OVER THE WORLD.

THE recent agitation over the tariff war between the United States and Russia is merely a surface indication. In itself insignificant, since the total trade between the two countries amounts to less than \$10,000,000 a year, the question of tariff is a subsidiary one, yet it is a straw which shows the trend of the current. Russia is reaching out for supremacy all over the world. Owing about one-sixth of the earth's area by "divine right" and domination, the Russian bear is striving to claw in the other five-sixths by hook or by crook through various and devious ways, poking his nose and his paws into business and places which by no stretch of the imagination could be considered within his sphere of influence.

Personally considered, Nicholas II, czar of all the Russias and inheritor of a regnant policy, is an amiable and inoffensive young man with humane and human inclinations. Left to himself, he might rule humanely, at all events well, but urged on by a policy of acquisition and universal domination formulated centuries ago and continued with relentless persistence, he is committed to it body and soul. No matter what his private views, his domestic life or his instinctive tendencies, he is bound to back the bear every time. He sanctions the freedom of the serfs and abolishes exile to Siberia, but he also practically suppresses the organic charters of liberty belonging to the Poles and refuses even to entertain their reasonable protests.

His project of universal peace and the substitution of arbitration for the horrors of war while still commander in chief of the largest armies in the world may have been sincere, but it has been noted upon by his ministers for the purpose of forwarding many concealed aggressions. Incensed within bonds of steel which he cannot burst even if he would, he is the Juggernaut made to pose as a car of progress, which, rolling relentlessly forward, crushes all in its way. The mask which was intended to conceal the secret designs of Russia has been fitted well to the features of the czar, but now and then it falls aside, and the real intention—the Russian domination of the world—is revealed.

Some years ago, when a certain president of the United States stood in danger of impeachment, the papers of the period were wont to picture him as a man repeating with persistent iteration: "Policy, policy, policy!" The "policy" of the Russians does not vary. It enforces the policy of Peter the Great. Serenely confident in the wisdom of that policy—for Russia—the Russian ministers have consistently adhered to it regardless of its effect abroad. Invincible from its situation, with its back against the Arctic's icy wall, and its vast population widely distributed, and its vast resources only beginning to be exploited, Russia calmly assumes the world's dictatorship.

Without entertaining, then, the question as to whether the United States or Russia is in the right in this matter of the tariff, the action of the czar may be reasonably considered as perfectly consistent with the imperial policy and, as stated, as showing the trend of the Muscovite intention.

One may admire without approving the scheme so bold and daring as to become adverse circumstances and lower the barriers of hostile environment which Russia has inaugurated instead of surrendering to the rigors of climate and the disadvantages of its rebound capital and a great portion of its territory. Russia has set itself to triumph over these great natural ob-

stacles to expansion and has succeeded. Without any amount of surplus products for export, she has compelled the world to seek her markets. Situated to one side of the general direction of travel and commerce, it has belted almost half a continent with its rails of steel and shortened the distance around the globe by many days. It is said that when the almost insuperable obstacles to a railroad line across Siberia were represented to the czar, after a prolonged and exhaustive survey he simply called for a map of his domains, laid upon it a ruler and with a pencil traced the route. "It goes there," was all he said, and it went.

Vast plains have been traversed, great rivers bridged and mountains flanked, so that today Russia can boast the greatest railroad in the world. And, what is more, this vast system, aggregating 6,000 miles in length, is going to be, has already made the promise of being, a paying investment. It may have cost \$150,000,000 or even \$250,000,000 (probably the latter), but, aside from its direct advantage to the country as a strategic line, it will prove a profitable venture. Soon one may travel from any capital of Europe to Peking or Japan within 12 or 14 days at the longest, as against more than 30 days, which the journey now consumes. Even at present mails are carried across the entire stretch of the czar's dominions, or from, say, Moscow to the frontier of China, in ten days or less, at the slow rate of travel of not over 23 miles per hour, which has been established. Not to be outdone by any nation in the world, Russia has provided the finest day and sleeping coaches to be found anywhere, having most luxurious appointments, such as baths, libraries, gymnasiums, electric lights, both fixed and portable, with buffet cars and dining stations perfectly fitted in every detail and supplied with all the luxuries of the season at moderate prices. There is not a suburban railway service out of any city in the United States, particularly from New York, which would not be put to shame by the appointments of the "extra far east" trains of the great overland through route across Siberia. This vast system is a government enterprise, and there is no competition, yet it is superbly managed and almost beyond criticism not only in its main features, but in the details. The rates, both passenger and freight, are low, the service fairly punctual, and the watchful care

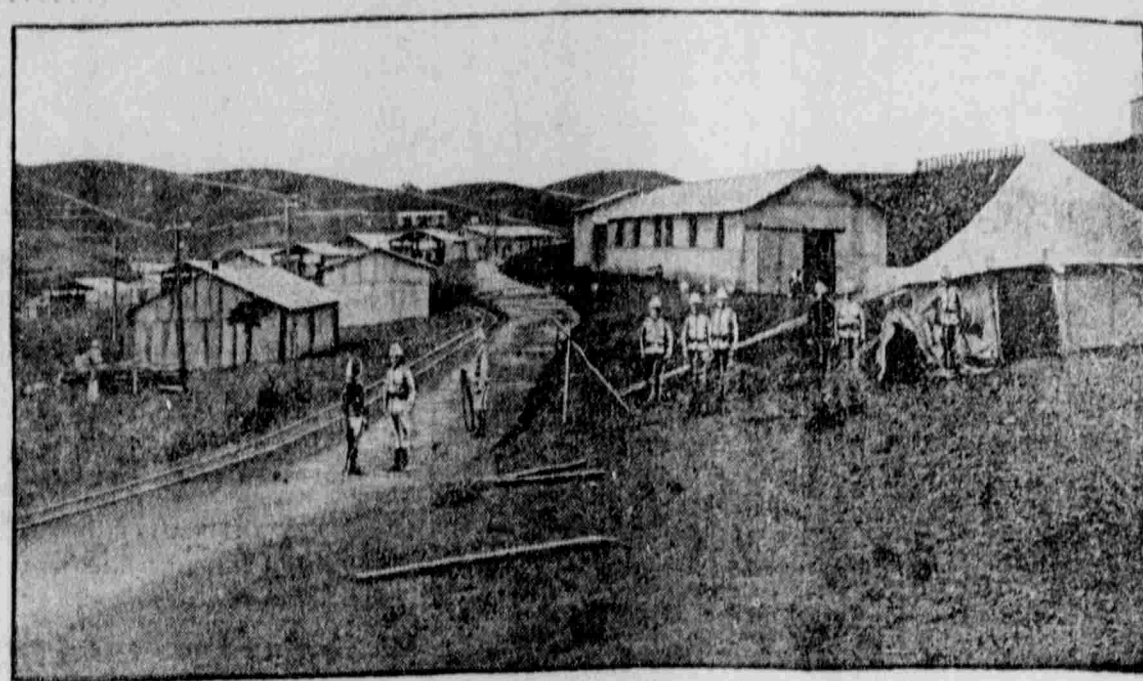
over the line throughout its entire length of more than 4,000 miles is such as might be commended to the attention of our most nearly perfect railroads, where are happening every week accidents characterized as "unavoidable" which might have been prevented by moderate care.

The Transsiberian railway has been frequently exploited in the press on account of the gigantic nature of the undertaking, but there is one feature which has only recently been made prominent, and that is the herculean struggle going on between the managers of the railway and the forces of nature in that icebound region beyond the northernmost boundary of the civilized world. In order to open up the section known as the Transbaikai and connect the completed section of the railroad with the Amur river and the portion built westerly from Vladivostok, car ferries were established on Lake Baikal and the navigable waters of the Shikha and Amur rivers. And as the lake and the rivers are frozen over all winter many feet deep, an attempt was made to overcome this obstruction by the installation of powerful ice crushing boats, intended for regular service. They are ponderous steamers, with immense engines and steel shod prows which ram the ice and break the masses into fragments on each trip. It is necessary to keep them constantly at work, as the ice forms behind the steamer sometimes so rapidly that even the combined efforts of the forward

and stern propellers, which break up the floes by agitation of the water, and the onslaughts of the huge ram are unavailing to force a passage. In such cases where the ice has got the better of the crushers the rails are temporarily laid upon the ice itself, and the trains run across the lake. No expense is spared, and every comfort possible is provided to mitigate the necessary inclemencies of the trip, even to the providing of fur pelisses and felt boots for extra wear on the lake trip, and yet the risks are great and the journey hardly in the nature of a picnic for the travelers.

These facts are cited to show the almost superhuman effort the Russian government is making to promote the prosperity of its great transcontinental railway and the watchful care that it extends even to the minutest particular. This combination of gargantuan endeavor with almost microscopic attention to detail shows the perfection of the Muscovite system (how all seeing—almost, one might say, omniscient—it is) and compels unstinted admiration.

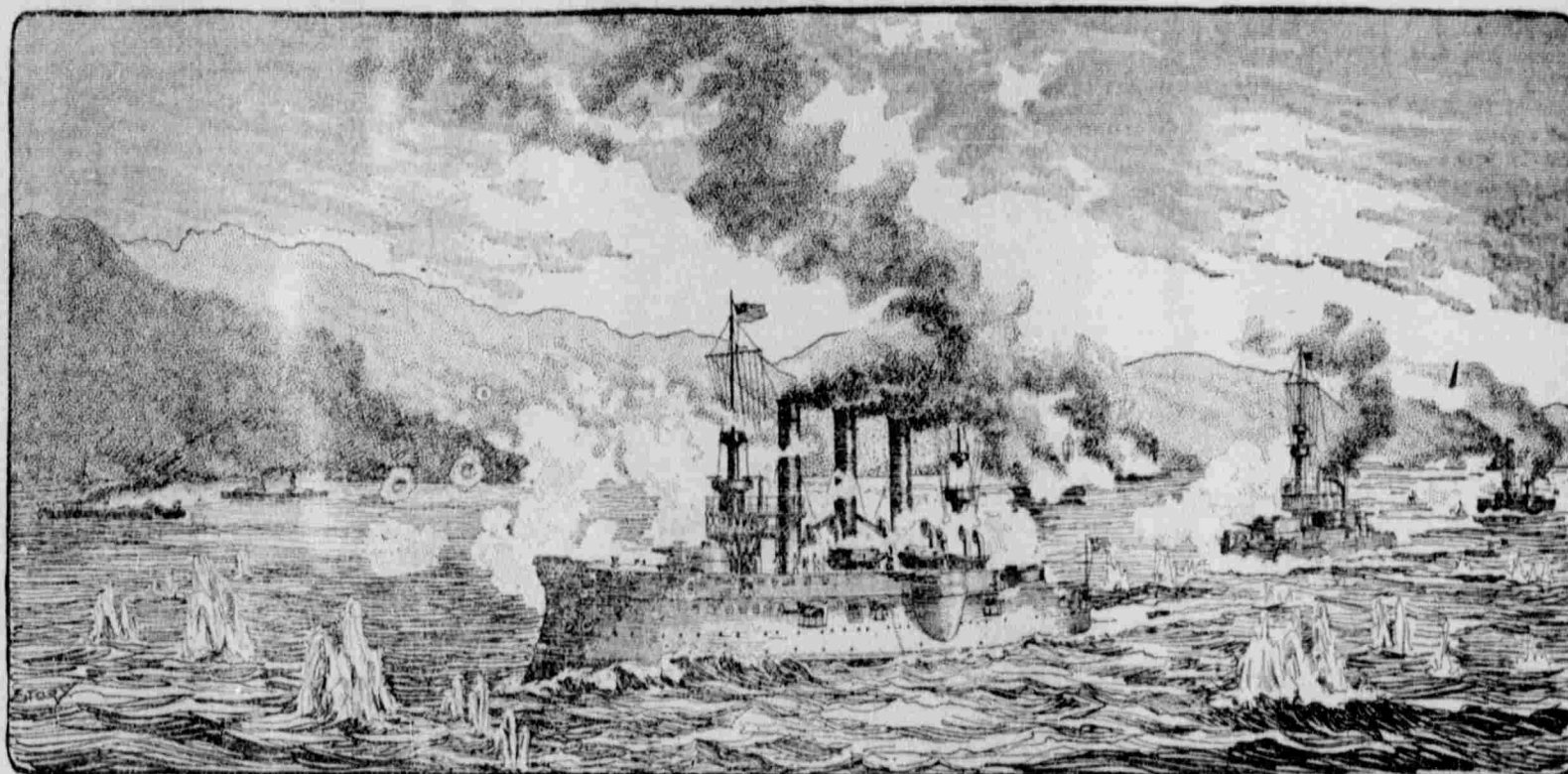
Incidentally in this connection one cannot pass over the fact that this great undertaking has more or less directly benefited the manufacturers of America, inasmuch as they have furnished rails, locomotives, machinery for repair shops and constructive work and the ice crushers, which were made after American models and put together by American engineers. While their adoption was under consideration the Russian government sent engineers to the United States to examine the ice crushers on the great lakes and afterward called for the services of a renowned naval architect of Detroit to superintend their construction. Thus Russia reached out for help in its time of need to America, and in this matter American engineers came to the rescue by affording timely service. They were paid for it, and well paid, and so were the manufacturers who furnished engines and cars, but without their assistance Russia would have been woe-



IRISH-AMERICAN EXILES IN CEYLON.

The accompanying illustration shows a group of Irish-Americans who, after having gone from the United States to South Africa to assist the Boers, were captured by the British and taken to the island of Ceylon. A traveler recently arrived from Ceylon states that he spent a day with them and describes their surroundings as far from disagreeable. There were, he says, 4,700 Boer captives imprisoned at Deyatalawa and 800 Americans. They have been sentenced to no definite term of deportation or imprisonment, but it is doubtless the intention of the British government to make their detention a lengthy one. The United States government has been petitioned to intervene in their behalf on the ground that they were all citizens of this country, but the question of their release depends not so much upon the fact of their nationality as that they were taken with arms in their possession and fighting against a friendly government with which the United States was at peace.

However long they may be detained in Ceylon, they may take heart from the fact that they are not the first exiles to that tropical island and that those who have preceded them have not often succumbed to the effects of the climate. There is Arabi Pasha, for instance, who was exiled to Ceylon 13 years ago and who, though he was only 42 at the time of his imprisonment and is now 60, is apparently hale and hearty and looks forward to a long period of freedom now that he has been released. Then there are the Boers, whose cause the Americans say they joined out of love for adventure and whose companions in exile they have become. They have suffered only from the restraint put upon their movements, and not from the climate. In fact, there are all sorts of climates in Ceylon, ranging from the purely tropical and generally unhealthy at the coast to the cool and healthful temperature of the hills and mountains. Rich as it is in natural resources, with gems in the beds of its rivers, pearls on its coast and every variety of fruit and vegetable growing there, it is not unlikely that some of the exiles will find congenial permanent homes in "Ceylon's leafy isle."



PAINTING OF THE BATTLE OF SANTIAGO IN THE OFFICE OF THE CHIEF NAVAL CONSTRUCTOR.

The latest addition to a remarkable collection of paintings illustrating the development and achievements of the United States navy, arranged in a room of the navy department at Washington, is that shown in the accompanying illustration. It was painted at the suggestion of Rear Admiral Philip Hichborn, retired, when chief of the bureau of construction and repair. He has paid particular attention to the historical features of our navy and had this series of pictures illustrating the progress of shipbuilding from the earliest times to the present day placed in his office.

American naval vessels had their origin in the caravels of Columbus which performed that wonderful voyage from Spain in 1492, and, beginning with these, Admiral Hichborn has carried forward an almost unbroken sequence through all the various types, of the colonial period, the Revolutionary, etc., up to and including the latest battleship class of 1901. By means of these one may trace the remarkable progress America has made as a naval power, the most striking group of first class ships being presented in this painting of the famous engagement when Admiral Cervera's fleet, finally driven out of its hiding place in the harbor of Santiago, was attacked by our ships in waiting and within a few hours totally destroyed. It is an object lesson at once inspiring and instructive as to the perfection to which our navy has attained in the short period of its existence.

fully behind in the building of her railway. These facts show how omnivorous is the great bear, how catholic in his tastes and how quick he is to recognize a good thing when he sees it. His is no narrow conservatism that would refuse to trade with a stranger nation for sentimental reasons. If he refuses to do so, it is because he has an ulterior motive. He is not going to "bite off his own nose to spite his face," but he bides his time and gives the "other fellow" a slap in the face when he least expects it and—here is the point—when it will best serve his interests to do so.

The building of the railway from St. Petersburg to Vladivostok and Tientsin, on the Yellow sea, is not the only expression of Muscovite endeavor to break the fetters of natural environment. Russia has grappled with the problem not only of transportation by land, but by interior canals, as the projection of the great ship canal from the Baltic to the Black sea has shown—own nose to spite his face," but he bides his time and gives the "other fellow" a slap in the face when he least expects it and—here is the point—when it will best serve his interests to do so.

defensive sense—the iron bound coasts of the arctic seas—is also detrimental to its progress as a commercial and manufacturing nation. But it has ports on the Black sea, such as Odessa and Novorossisk, which give outlet for its mineral and agricultural regions respectively of the Baltic ports. Novorossisk has been ascertained to possess an ice free harbor throughout the year, and it is the governmental intention to establish connection with the Transsiberian, system of railways without delay. As a producer and shipper of grain Russia has unsurpassed facilities, and the new port will also afford an outlet for the newly discovered petroleum deposits, with their practically inexhaustible supplies.

Again, connection with the northern Transsiberian is to be made at or near Archangel, on the White sea, the most northern of Russia's ports, where, though the ice crushers may have to be called into play to break up the winter's accumulations, there will be essentially uninterrupted communication with the northern ocean.

By means, then, of its communication between the Baltic and the Pacific, via the Transsiberian railway, with its northern outlet at Archangel and its southern outlet at Vladivostok, the Russian octopus, as it has been not inaptly called, extends its tentacles from ocean to ocean, entirely across a continent, and draws sustenance not only from the hypoborean regions of the Arctic, with its seal, whale and other fisheries, but also from the tropical Atlantic and Pacific regions through the Mediterranean, via either the strait of Gibraltar or the Suez canal.

English statesmen long ago foresaw some such condition as this, and English diplomats have tried for years to thwart Russia's schemes of universal domination, but at present it seems that the Muscovite has triumphed over all his enemies not by reason of his peculiar position, but in spite of it. He has deserved all he has won, for it has been accomplished through astute and penetrating minds acting in accord with indomitable energies. But the question coming up for consideration in the near future is not so much as to whether our admiration shall go out to the indomitable Russian as whether what he has accomplished will be a menace to our continued prosperity and our well being as a nation. Viewed in its entirety, the Russian policy is seen to be almost unassailable as an instrument of aggression, compact, nearly perfect, implacable as fate.

FREDERICK A. OBER.

The first practicable steamboat was built in 1802 and the first railway locomotive in 1804.

EMPEROR EUGENIE'S PROPHECY FULFILLED.

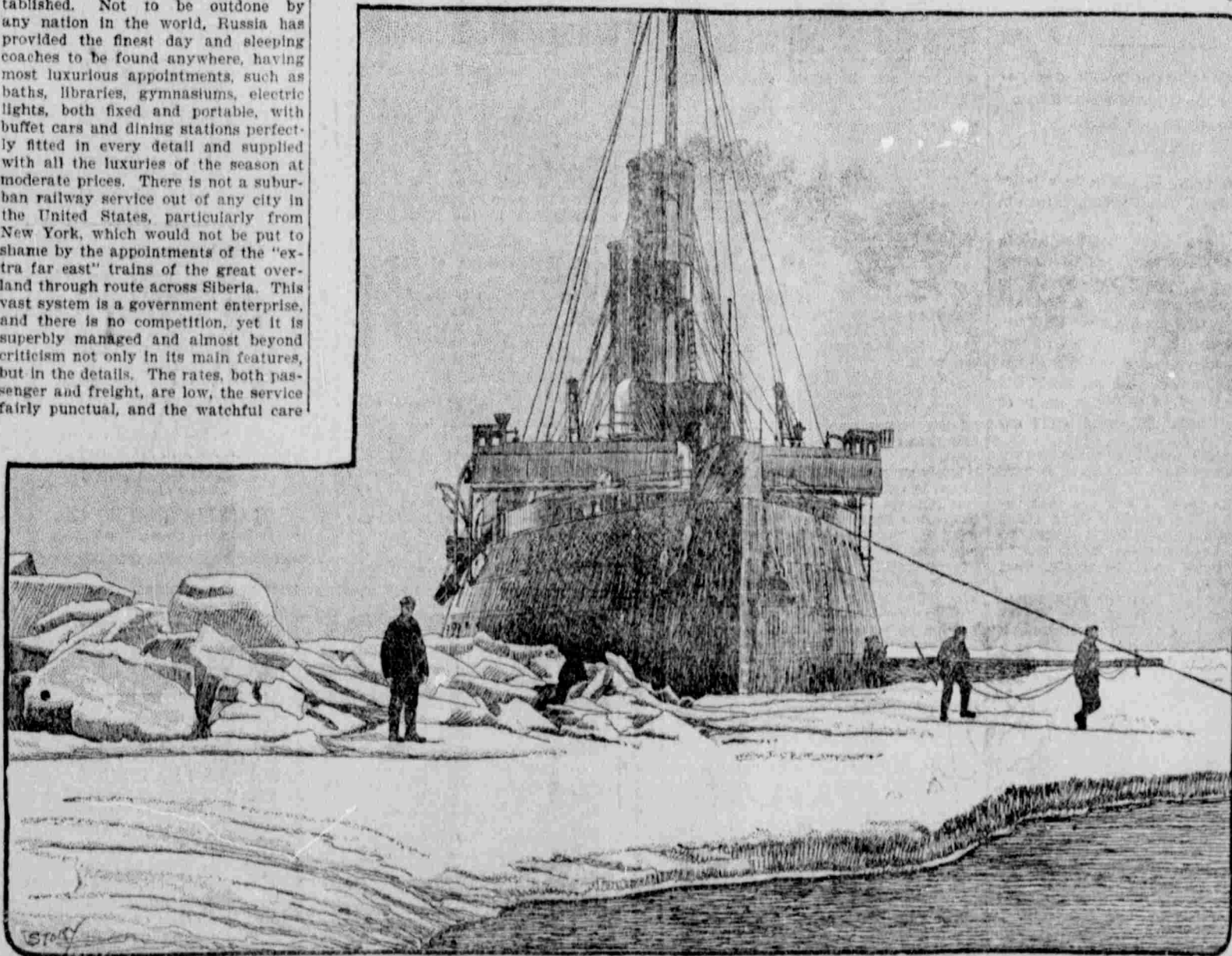
The Empress Eugenie was for a short time educated at a ladies' school in Clifton, England, and an old schoolfellow tells the following story of her school days: The girls, to amuse themselves one half holiday, dressed up to act charades. Mile de Montijo, with a tinsel crown on her head and a faded brocade curtain fastened to her dress to do duty as a train, personated a queen. An enthusiastic friend, struck with her beauty, set off by these unaccustomed gauds, exclaimed: "You look just like a queen! You ought to be a queen!" "Perhaps I shall be some day—who knows?" answered Eugenie impressively. The girls laughed derisively. "You laugh now, but who knows?" persisted the future empress. "Josephine became empress of the French, and she was only a simple creole lady, and I, at any rate, am descended from kings. Who knows?"

And who, indeed, could have foretold the splendor and tragedy and sorrow of the future life of the handsome girl then play acting a queen? In her quite young days Eugenie de Montijo hardly gave promise of her later beauty. Her face was set and regular and almost hard for a young girl, and her remarkable grace and elegance were to a certain extent acquired and were due to art as well as nature.

From her Scotch and Spanish ancestors the empress inherited a strong vein of superstition, and she was not above having her fortune told. In the late fifties and early sixties, when she used to spend several weeks during the autumn at her pretty seaside villa at Biarritz, she used to lead a very quiet, simple life, wearing, as a rule, Spanish dress, with mantilla, and a rose fastened behind the ear, or in the morning a plain cotton gown and a straw mushroom hat.

Biarritz was a very small place in those days, and the empress walked about freely, often stopping to speak to children, especially the fair haired children of the English visitors. The prince imperial was a little child then, and she and her ladies would often play with him on the villa terrace, where any one passing could see them. Every morning the empress used to bathe in the private bathing place below the gardens, her old bath woman carrying her into the water. She made herself very popular with the Biarritz people by living so freely among them, sometimes even going to market with one of her ladies and buying fruit and flowers, which were afterward sent to the Little Sisters of the Poor for the sick.

One London publishing firm has sold 900,000 copies of the "Pickwick Papers."



ONE OF THE STEAMERS USED BY THE RUSSIANS FOR CRUSHING THE ICE.

THINGS OF THE MOMENT.

London owns at the present time 140 tenements, containing over 100,000 people, erected solely for the housing scheme, the largest ever attempted in London or elsewhere, and the expenditure of \$232,263. C. R. McKenny, the enrolling clerk of the house of representatives, is the

owner of a bust of Lincoln which is made from the gun mountings taken from the battleship Maine.

A stained glass window is to be placed in Burton church, Williamsburg, Va., in memory of Chief Justice Marshall, who attended that church while a student at William and Mary college. Thomas W. Lawson of Boston, who is

having a yacht built to compete for the defense of the America's cup, is, like Sir Thomas Lipton, a self made man. He made his large fortune in speculation, but has an eye for art and owns a fine collection of pictures.

The monolith at Stonehenge, which was the largest stone quarried in England, has been eclipsed by a block of granite measuring 68 feet in length, 20 feet in width and 14 feet in depth. This

enormous block was quarried at a recent blast at the De Lank quarries, near Bodmin. The estimated weight is 1,400 tons. It will be used in the construction of Beachy Head lighthouse.

There yet remain in London of the old taverns seven Adam and Eves, five Noah's Arks and, naturally, connected with that, as many Olive Branches. There are two Jacob's Wells, one Job's Castle and one Samson's Castle. Old-

est of all, but not the least appropriate, is a Shant the Tanner, in Long lane, Bermondsey, the seat of the tanning industry in South London.

Emperor William has officially confirmed the honorary doctorate recently conferred upon United States Ambassador White by the Berlin Academy of Sciences.

Hitherto Lowestoft, England, has been noted for two peculiarities. The

curfew is still rung at 8 o'clock each evening, and burglaries have been facilitated by the street gas lamps being extinguished at midnight. Now the streets are to be lighted by electricity at night, and electric trains are promised.

The horses ridden by Lord Kitchener's flying cavalry to chase the elusive General De Wet across the South African veldt are shod with shoes made in

Pennsylvania, the contract for their construction having been made through the instrumentality of the commercial museums in Philadelphia.

The state government of Puebla, Mexico, has prohibited fairs, and local newspapers applaud its action. One of them says that the old jolly fiestas have degenerated into mere drinking and gambling spree—"a public reproach."