

CHARLES L. STEVENS. EDITOR AND PROPRIETOR.

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FISH IT ALONG!

The zeal with which the tobacco warehouse project has been taken up by a number of the business men of New Berne, and the certainty that it will not only be built, but prove a success, is sufficient indication to show that the spirit of enterprise and progress has been aroused in this city.

But while the tobacco warehouse is being pushed to completion by its projectors, there are a number of merchants and business men who can work up a cotton factory, and still more who can start into action the movement for canneries for sea food products, to be established in this city.

Nothing will do so much to relieve the usual monotony of the summer months, as a good, progressive industrial movement among the merchants and business men of New Berne, which will secure a cotton mill and canneries for sea food products.

The success in the tobacco warehouse project, only demonstrates that other industries can be established in New Berne.

No other section possesses such natural advantages as this, the possibilities are all here, and it only requires the push to secure manufactures for this city, and times will be prosperous for all.

The farmers of this section are watching the movement for the establishment of industries here with the greatest interest, it means equally as much for them, proportionately, as it does for New Berne, and the success of the industries will be welcomed by them.

New Berne's industrial move is a good one.

Confusions in Government.

Another evidence of the disadvantages under which this Government labors by reason of a total separation or attempted total separation of the Legislative and Executive Departments was afforded in the case of the Cuban resolution brought to the notice of the Senate.

According to the political thinkers who lived at the time when our Constitution was framed it was reckoned to be a very desirable thing to separate the agents of government, so that one could check the other if need be.

In certain sense the motive was quite a worthy one, but there is no question at all in the mind of any well-informed Constitutional expert to-day that we went altogether too far when the President was placed in such an isolated position with relation to Congress.

The theory was that one authority should make the laws and the other should execute them, which is a pure fiction, for the President exercises many powers that are legislative. It is today nothing but an abnormal condition of things about which Americans should say nothing at all when they boast, as they sometimes do, of the great wisdom of the men who framed the Constitution of the United States.

As has been clearly shown by recent writers, the realization of the President to Congress as defined by our Constitution is not original in any small respect. It is nothing but a crystallization into written form of the English system as it was in the latter part of the Eighteenth Century, the only system with which the people were then familiar, the one which was described by Montesquieu and was praised by the French philosophers whose words were then attracting so much attention in America.

England, however, not having a written Constitution, has gone on with her political development freely, while we remain precisely where England was more than 100 years ago, with a King called a President and a personal Cabinet of King's Ministers. There is complaint on all sides that the President here is like a King while Congress is without leaders, the so-called Executive and Legislative Departments being constantly at cross purposes. Nothing can be done because there is no harmony, no unity of aims. Party government as they have it in Eng-

land is impossible here and a central government as it exists in France is also out of the question. Nothing is possible, indeed, but concessions and compromises, and friction and abuse. The Cabinet officers have no right to go into Congress and members of Congress are not especially authorized to hold consultations with the President or his Secretaries. In the Cuban affair, to which Mr. Morgan again called the attention of the Senate, Mr. Sherman and Mr. Lodge reported they had had an interview with the President. They had gone on a private informal mission to get information for the use of Congress, and the news which they brought was of such a kind, of course, as to very much facilitate the intelligent pursuit of legislative business. What we need more than anything else in this country is a responsible Cabinet which can go into Congress to answer questions and to direct legislation. Until we make this reform, and we will make it some time unless all signs fail, confusion and misunderstanding will be continuous.—Phila. Telegraph.

William's Yacht.

Why the Britishers should have looked coldly upon the victory gained by Emperor William's new yacht Meteor in the Royal Yacht Club's races is one of those things no fellow can find out and must be ascribed to the ineradicable insularity of John Bull's national temperament. The Meteor is an English-built boat, was manned by an English crew and sailed by an English sailing master in English waters; at her launch an English nobleman had stood sponsor and the only thing German about her is the owner, and he was not present. Yet, when the Meteor passed the finish line the people, according to report, were entirely undemonstrative, but they shouted themselves hoarse when a minute later the defeated Britannia, the yacht of the Prince of Wales, crossed the line. The conduct of the Britishers was both unsportsmanlike and unmanly, and foolish besides, for whatever of glory there was in the Meteor's victory must fall to the builders and the men who sailed her, and all these, as already stated, are Englishmen.

It is rather singular, by the way, that the German Emperor should have found it necessary or even deemed it advisable to go to England to have a racer built with which to beat other English boats. His victory reflects no honor upon German sportsmen, nor yet upon German shipbuilders, nor upon German skippers. It was a British victory all the way from start to finish. Great shipyards are in his dominions. At Stettin and other seaports great vessels are built for the German navy and for German commerce. It would seem as though a sailing yacht might be a good showing in an international race. Had the Meteor been built at Stettin and then, with a German crew and German sailing master, beaten the Britannia, there would have been good cause for jubilation among German sportsmen. As the case stands, it is stale, flat and unprofitable.

We do these things differently in the United States. We build our own boats and then sail them against all comers, pretty sure of coming out ahead. If Emperor William will bring a boat over here with a crew of good, sturdy German sailors, nothing would please our sportsmen better than to give him the best there is in the locker.—Ex.

Set Forth to Row Over Seas.

Set from the maritime reports of June 6: Sailed—Rowboat Fox, of New York, Harbo master, for Havre.

The Fox measures 18 feet 4 inches in one direction and 5 feet in another. Her crew of two men, both Norwegians, have undertaken to row the tiny craft across the ocean. The hours of departure was for 5 o'clock yesterday afternoon, and fully 1,000 persons assembled around the slip at the Battery, from which the start was to be made.

The two adventurers who comprise the crew of the cockleshell are Geo. Harbo and Frank Samuelson. They brave the deep for such chance emoluments as may accrue from a successful outcome of the venture. Andrews, Freitch, and others have made the crossing of the Atlantic in small boats an old story. Harbo and Samuelson will try to show that it can be bridged by oars and muscle.

An 18-foot craft must necessarily be heavily freighted to carry subsistence for two men for sixty days. It is not believed that under the most favorable of circumstances two oarsmen can row across the Atlantic in less time. And in an ocean gale a deeply laden little boat has at best small chance of keeping her keel right side under, even if she is not swamped outright.

None seemed to appreciate the perilous nature of the enterprise more keenly than did blue-eyed Lena Samuelson, the young sister of Samuelson. Just before the lines were cast off, the police made a line for her, and she made her way, crying, to the float where the boat was moored.—She vainly pleaded with her brother to stay. He disengaged himself from her clinging arms and sprang into the boat, and the sister, in hysteria, stood upon the float wringing her hands and imploring him to return. There is a well founded belief

among those who witnessed the departure that the brother never will come back, and that the farewells said were farewells for eternity. The boat was rowed out from the slip and headed down the bay, followed by the cheers and shouts and well wishes of those who stood around the seawall. The craft is laden with sixty gallons of water, six gallons of oil, two gallons of signal oil, one dozen Coston signals for night signals of distress, one dozen green, red and white signals, which burned at night, tell the name of the boat; 100 pounds of bread, and canned meats of all sorts and sufficient to last two men for sixty days. The men believe that they will be able to row the boat across within two months' time.—N. Y. Times.

Women at the Convention.

"The hand that rocks the cradle is the hand that rules the world," and it may be that this same hand will in a measure rule the action of the Republican and Democratic conventions at St. Louis and Chicago, respectively. Women's influence will certainly be felt there, for not only will some of the sex have seats upon the floor as delegates or alternates, but the champions of woman suffrage will be out in force to urge upon both parties the justice of the claim of women that they shall have a voice in shaping the legislation of the country, so far as the ballot can give it them. It is probable that between two and three hundred women, well known throughout the country, will be present at St. Louis, and a large contingent also will attend at Chicago.

What success will be theirs it is impossible to foretell, though it is pretty safe to say that they will meet with less encouragement from the Democrats than from the latter. Among the latter the sentiment in favor of endowing women with the elective franchise has been steadily gaining ground, and to it is due the creation of a Woman Suffrage Committee in the United States Senate. The only recognition, however, which women have had in any Republican convention was that of 1876, and even that body went so far only as to say that "the honest demands of this class of citizens for additional rights, privileges and immunities should be treated with respectful consideration." Mrs. Lillie Devereux Blake of the New York State Woman's Suffrage Association, who has been selected to champion the cause at St. Louis, ought to be able to secure as much from a convention held twenty years later.

Some of the Western States have admitted women to full partnership with men in the matter of political rights, and these no doubt will exert their influence to have a woman's suffrage plank inserted in the platform. Should they succeed in this, the women will have a lever with which to do effective work in Chicago.—Ex.

Worth of a Good Song.

Other examples of the kind might be multiplied indefinitely. Everybody remembers "Grandfather's Clock," a song which was the "rage" for many a day. Thousands pounds were made out of it by the music dealers, and the copyright sold only recently for £410, but the composer got only a few shillings and ultimately died in destitution. The same thing happened in the case of Alexander Hume's beautiful setting of Burns' "Afton Waters." It is said he did not receive even the traditional guinea.

The composer of the "She Wears a Wreath of Roses" sold his copyright for 50s., and soon after had the doubtful pleasure of seeing it repurchased by a second publisher for £500. George Barker obtained only 40s. for "The White Squall," though Messrs. Cramer afterward paid him £100, and for that immensely popular song, "Kathleen Mavourneen," the composer, Mr. F. N. Crouch, received just £5.—Chambers' Journal.

Things That are Near.

Flying is soved. The principle is known. A mechanical expedient is all that is now needed to make it successful. Practical flight is today not more than five or ten years off. Commercial flight ought to come by 1925 or so.

A glow-worm makes light with about one-third hundredth part the force used in ordinary artificial light. When men know how to make light as cheap streets and homes will be as light as day for a mere fraction of what light now costs. This is near. Vacuum illumination without incandescence is already in full operation, and in a year or two should cut down the price of light to a sixth of its current cost, and in five or ten years light in a city may be, like water, turned on in every house at will.

Compressed air has long been known to be the best way, theoretically, to store force for use in transportation. There is no waste and no deterioration. The need is a cheap and efficient motor to apply compressed air to city transportation. If this can be done, first the trolley poles and wires will come down, next the horseless, air-compressed motor-carriage will do all the work of city delivery.

When these changes come the only use for gas will be for cooking—if this is not done by electricity. Factories, also, before many years, will be run by transmitted electric power. This has begun to be done,

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and in five or ten years will be completed, and the factory fire and boiler will be a thing of the past. The city of the future, and no very distant future, will have no trolley poles or wires or no horses. All movements will be on rails, by silent air-motors or by horseless carriages equally silent. All pavements will be asphalt. Unlimited light will be as cheap as unlimited water is today. No coal will be delivered at private houses and no ashes taken from them. With no horses, no coal and no ashes, street dust and dirt will be reduced to a minimum. With no factory fires and no kitchen or furnace fires, the air will be as pure in the city as in the country. Trees will have a chance. Houses will be warmed and lighted as easily and cheaply as they are now supplied with water. A city will be a pretty nice place to live in when the first twenty years of the twentieth century are passed.—Phila. Press.

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