

# An Hour with the Editor

## ENGLISH SOVEREIGNS

Henry VIII. secured the assent of Parliament to his plan whereby the Crown on his death passed first to Edward VI., and on the death of the latter without issue then to Mary, daughter of Catherine of Aragon, and if she died childless, then to Elizabeth, daughter of Anne Boleyn. Then he declared by will that, in the event of Elizabeth dying childless, the succession should go to his younger sister Mary and her children, thus passing over his older sister, Margaret, who was married to the King of Scotland. When the Duke of Northumberland, who followed Somerset as virtual ruler of the kingdom under Edward VI., saw that the young king was not likely to live long, he persuaded him that, as his father had ignored the claims of Margaret and arranged for the succession upon a "plan" of his own, so he, Edward, might properly ignore what his father had done and name Jane Grey, his second cousin, who was married to the son of Northumberland, as his successor. Therefore when the King died, Northumberland caused Jane to be proclaimed queen much against her wishes. The people would not tolerate this disregard of an Act of Parliament, and they refused to rally to her support. Mary asserted her rights and they were recognized. Northumberland was executed for high treason, and not long afterwards Jane and her husband shared the same fate. The unfortunate girl, who had no ambitions whatever, and who was forced into her untenable position greatly against her will, was not eighteen years old when she met her fate. She is described as attractive, bright, well-informed and lovable.

No sovereign of England has ever been held in such hatred as Mary, and while it is utterly impossible to excuse her cruelties, it is right that some effort should be made to understand her character. It is not desirable here to tell the story of Smithfield, or go into details of the many burnings for heresy. Sufficient to say that about three hundred persons perished in this way rather than renounce Protestantism, and that they represented all classes from Cranmer, Archbishop of Canterbury, to a poor blind girl, whose name even has not been preserved. These executions were by authority of a statute passed in the reign of Edward IV., and therefore it is to be said on behalf of Mary that she was only an assenting party to what was already the law of the kingdom. Her attempt to stay the progress of Protestantism and restore the conditions prevailing under Henry VIII., after he had declared himself independent of the Pope, was a matter of policy to which the great body of the people were not opposed. It was only when she had declared her intention of restoring papal supremacy and when the indignation of the country had been roused by the executions, that public spirit became aroused to take a form that would have led to her deposition, if death had not intervened, and that caused her to be remembered with detestation by future generations.

Mary was daughter of Catherine of Aragon, who was a woman of a strong nature that was embittered by the circumstances of her life. She was married to the elder son of Henry VII. simply as a matter of policy, and when he died she was given in a loveless marriage to Henry VIII., who was opposed to the match. Their life was not happy although she succeeded after a time in gaining great influence over her husband. They were both much troubled over the legality of her marriage, and it is easy to believe that her daughter Mary was the victim of pre-natal influence on the subject of religion. Mary had a strange experience. At seven years of age she was betrothed to the Emperor Charles V., but when the king divorced her mother the emperor broke off the match. Then Henry endeavored to marry her to the King of France; but that monarch refused and offered his second son as a husband. Henry refused. Shortly after this Elizabeth was born, and Henry's affections became centred in Anne Boleyn's daughter, who he hoped would succeed him. Therefore when James V. of Scotland asked for the hand of Mary, Henry met the request with a refusal, for he feared that she might have children, who would dispute Elizabeth's claim. The Prince of Portugal, the Duke of Cleves and the Duke of Bavaria in turn asked for Mary's hand only to be refused by Henry, who seems to have determined that she should live in celibacy. Mary was well educated and had undoubted talents. Her qualities were masculine. Her voice was a "man's voice"; her manners were rough and manlike. She was sullen in disposition and obstinate. What she might have been under more favorable circumstances cannot, of course, be known, but as things were she became morose and discontented, seeking in extreme religious fervor the consolation that was denied her elsewhere. As heir to the Crown during the reign of her half-brother she naturally was the centre of the hopes of those who desired to see Protestantism crushed, and she was no sooner seated upon the throne than she began to undo all the work that Cranmer had been able to accomplish during the reign of Edward. She does not appear to have been naturally cruel, for she refrained for a long time from assenting to the execution of Lady Jane Grey, and although she had reason to believe that Elizabeth was not wholly free from conspiring against her, she treated her without severity although she imprisoned her at one time, when she expected that she was about to have a child by her husband, Philip of Spain.

Mary was thirty-five years of age when she began her reign. She seems to have been the reverse of attractive in personal appearance. In the following year, 1554, she married Philip of Spain, son of the Emperor Charles to whom she had been espoused. To her husband she extended a love that was morbid in its strength; but he seems to have been a sour and heartless man. His influence doubtless led her to assent to the rapacious cruelty of Gardiner, who was her minister and by whom the religious persecutions were carried on. The marriage with Philip involved England in the designs of the Emperor whose ambitions aimed at establishing himself as supreme over all western Europe. This led to war with France in the course of which Calais, the last remaining possession of England on the continent was lost. Mary's health was poor. Her failure to have a child embittered her. The absence of her husband, who does not seem to have returned her affection, and whose presence on the Continent became necessary because of his father's plans, made her life lonely, and so when, after a reign of a little more than five years, she died in intense suffering she was doubtless as glad to lay down her life as her subjects were to have her lay down the sceptre. Her life was one long tragedy.

During the reign of Mary, Parliament recovered a great deal of the power that her father and grandfather had deprived it of. Her title to the Crown being parliamentary and it being necessary to invoke it in order to meet the pretensions of the champions of Lady Jane Grey, the fact that she was compelled to ask parliamentary sanction for the changes she made in the religion of the country and her desire to conciliate the people so that they might be willing to assist in the great political schemes which her husband and his father were devoting their energies led her to recognize Parliament as supreme. Her treatment of the Protestants strengthened Protestantism. By driving many adherents of the new religion to take refuge abroad, she brought them under the influence of Calvin, and in Geneva was formed a religious organization, which became known as the Puritans, and was later to become the most important influence in England.

## DEATH

Death is as natural as birth. There is no good reason why it should be looked upon as the King of Terrors. We face it from the moment of our first breath; each heart-beat marking one step nearer to it. It is the one thing that we cannot avoid. It is the one heritage that we all have in common. The various races of mankind look upon death differently, but it has remained for those who profess Christianity to surround it with unbearable terrors. The ancient Greeks represented the god of Death, Thanatos, as a beautiful and attractive youth. Homer said it was the twin brother of Sleep, and Hesiod said that they were the sons of Night. Death is always represented in ancient Grecian art as coming as a friend, and its coming was regarded as a mark of favor from the Gods. In later days more gruesome ideas prevailed, and among the Romans Death was always regarded as a cruel monster. The Hebrew conception was similar to the Roman. The idea of representing death as a grinning skeleton partly robed was a conception of the Middle Ages. More recently artists have revived the ancient Greek type. Sir Thomas Browne, a distinguished physician who lived in the Seventeenth Century, thus wrote:

"There is therefore but one comfort left; that though it is in the power of the weakest arm to take away life, it is not in the strongest to deprive us of death. God would not exempt Himself from that; the misery of immortality in the flesh He undertook not, that was in it immortal. The first day of our jubilee is death; we are happier with death than we could be without it. He forgets that he can die, who complains of misery; we are in the power of no calamity while death is our own." When Socrates was before his judges, he said: "For to fear death, my friends, is only to think of ourselves wise without being wise. For anything that men can tell, death may be the greatest good that can come to them." Menander, the Greek dramatist, wrote:

"The lot of all most fortunate is his, Who, having stayed just long enough on earth To feast his eyes on this fair face of nature, Sun, sea and clouds, and heaven's bright, starry fires;

Drops without pain into an early grave." Marcus Aurelius wrote: "Do not despise death, but be well content with it; for it is one of those things that nature wills. This, then, is consistent with the character of a reflecting man—to be neither careless nor impatient nor contemptuous with respect to death, but to wait for it as one of the operations of nature." David Hume said that he was no more uneasy because of what might happen after he died than he was because he had not lived before he was born. Quotations like these could be almost indefinitely multiplied, and it can be said with truth that the wisest and best men in all ages seem to have looked upon death, not with indifference, indeed, but without alarm.

Of the act of death we know nothing whatever, except what may be inferred from certain physical effects; but these effects are not death. They are only the results of it. One moment we are alive. The functions of the body are performing their appointed duties with more or less accuracy. Suddenly they

cease, for death is always sudden, no matter how long it seems to be in coming. The final act is absolutely abrupt. Something goes out of us, and this something we have never been able to define. We are in as deep ignorance of what it is as if we had never known that it was. This is the great mystery of it all, and doubtless the reason why death is so much dreaded is that it is a mystery. Yet it is no greater mystery than life. The exit of a personality from this life is not more wonderful than the entrance of a new personality into it.

The statistics of death are startling. It is estimated that throughout the world there is on an average more than one death per second. The number of deaths attributable to pneumonia and tuberculosis is nearly one-third of all, although of late years there has been a very notable decrease in the number caused by tuberculosis. Statistics show a marked diminution in the death record during the past twenty years, due chiefly to better sanitation, better nursing and improved methods of treatment. Something of the improvement in the conditions under which a very large portion of the world's population lives. Medical and surgical science have accomplished wonders in their respective fields. They are successfully combating the ills to which the body is heir. That they will ever succeed in banishing death is unsupportable, nor is such a consummation to be at all desired.

## AN ERA OF CHANGE

Most persons, if asked to name the inventor of railways and fix the date of the invention, would say George Stephenson and place the date at 1825. But railways are much older than that, and here again we find, as we have seen in connection with so many other matters, that progress in the last hundred years has been so much more rapid than in previous periods of the same length, that by comparison the world seems to have been standing still for many centuries. The early Romans employed devices similar in principle to the modern railway, which principle is that wheeled carriages upon solid, permanent tracks can be transported with a much less expenditure of force than any other way. Doubtless the engineers of the nations of greater antiquity than the Romans knew and applied this principle. Be that as it may, the idea seems to have been lost sight of, and we find the English coal miners in 1600 experimenting with it. The first railway in England, consisted of planks laid longitudinally in the ruts made by the wheels of coal carts, and from this humble beginning we can trace the Twentieth Century transcontinental flyer. For seventy years the inventive genius of the coal and iron miners could not suggest any improvement upon this plan, but in 1670 they began to make roadbeds especially for the use of planks, and trosties were placed under the planks to keep them level. The mining companies then began to secure the most direct rights-of-way across farms, and we are told that these planks were laid "from the colliery to the river exactly straight and parallel, and bulky carts were made with four rollers fitting the rails, whereby the carriage was so easy that one horse could draw down four or five chaldrons of coals." The name of this kind of road was "wayleave," the term implying a right-of-way. The third step in railway development was to fill up the space between the rails, so that the horses could make their way more easily. It seems strange that such an obvious improvement should not have suggested itself at the outset. On this improved railway a horse could draw more than two tons of coal or ore, which was certainly a great improvement upon the old method of traction under which less than a ton was considered a full load. About the year 1700 strips of iron were fastened to the rails, and this was found not only to save wear, but to render the draught easier. In 1740 rails of iron were laid, and the use of the new roads was found to be so advantageous that they were adopted in all parts of England. Traction was seen to be so easy over the iron rails that instead of a single cart being used, several were attached one to the other, and thus was the railway train born. Flanged wheels were the next invention, and so matters stood in 1802. In that year Richard Trevithick invented a steam locomotive. It was an indifferent success, but it was able to draw a load of ten tons at the rate of five miles an hour. The invention was not regarded with favor, because there was a general opinion among engineers that speed was impossible with the new machines, and that they could not haul loads up inclines. A number of devices to overcome the imaginary difficulty were tried, but they were all failures. In 1811 a coal miner named Blackett experimented with a heavier locomotive than had been in common use, and found that it would haul a load up an incline. Shortly after George Stephenson entered the field.

Stephenson was of very humble origin, and his early life was a struggle with poverty. He had little or no schooling, and was employed about a hoisting engine in a colliery. He occupied his leisure in repairing watches or on other small mechanical tasks. When he was about 30 years old he began to give his attention to locomotives, and in the year 1814 he built one. It was not much of a success, for the reason that it could not generate steam fast enough. Stephenson then hit upon the idea of sending the exhaust steam through the smokestack, so as to increase the draught of the furnace, and in this way surmounted the difficulty. By this time he had become favorably known by his invention of a safety-lamp, and when some enterprising people proposed to build a railway from Stockton to Darlington, Stephenson was offered the position of engineer. He told the directors that he would

build a locomotive that would draw a train at the rate of twelve miles an hour, and his claim was ridiculed. The Quarterly Review protested against such terrific speed. "As well trust one's self to be fired off on a Congreve rocket," it said. The road was completed in 1825, and opened in 1830, when Stephenson's locomotive, the Rocket, was found to be able to haul a train at thirty-five miles an hour. The utmost speed that had been attained on the coal roads had been five miles an hour. The Rocket demonstrated the second desideratum of locomotive traction. Blackett had shown that the friction of the wheels would carry a locomotive and its train up an incline; Stephenson demonstrated that it could be done safely at an undreamt-of speed. From that time forward railway construction became a recognized industry, and the building of roads a highly popular investment.

Shortly after the opening of the Darlington line for traffic, the Baltimore & Ohio was completed for a distance of 13 miles, and the first train was run over it. In the same year the construction of an intercolonial railway in British North America was proposed. To Dr. John Wilson, of the town of St. Andrews, New Brunswick, belongs the credit of the suggestion. He proposed the building of a railway from that town to Quebec. The project took shape and 90 miles were built by the New Brunswick & Canada Railway Company, or, as it was originally called, the St. Andrews & Quebec Railway Company. This line is now under lease to the Canadian Pacific Railway Company. After 1830 railway building proceeded apace. There were, according to the latest statistics compiled for the whole world, that in 1907, 594,902 miles of railway, distributed as follows:

	Miles
In Europe .....	199,385
In Asia .....	56,294
In Africa .....	18,519
In North America .....	268,058
In South America .....	34,911
In Australasia .....	17,700

The existing mileage must be very considerably in excess of 600,000 miles. The cost of existing railways and their equipments is about \$50,000,000. A hundred years ago the fastest speed attained on a railway was 5 miles an hour. The fastest speed ever attained was in 1903, over the Plant system in Florida, when a train was run for 5 miles at the rate of 120 miles an hour. The greatest speed for a continuous run was 84.6 miles an hour for a distance of 114 miles, over the Great Western of England.

## A Century of Fiction

XXXIII.

(N. de Bertrand Lagin)

### Hall Caine

We think, with all due credit to his contemporaries, that Hall Caine as far as literary merit goes, should be placed on a pedestal a little higher than most of them. His writings are so virile, so suggestive, so powerful, so instinctive with the great passions that owe to mighty thoughts and acts, that he inspires us with something of his own strength as we read, even though the tragic turn of the story cuts us to the quick. But more than all this he is distinctly a patriot, a Manxman, and he has produced in his heroes and heroines the best of his country's types. There is no doubt about the uplifting power of the patriotic sentiment, and when a man is impelled by it to portray the charms of his native land, and the characteristics of his countrymen, whether or not we are wholly alien from him in regard to nationality, we can comprehend something of the impetus which moves him, and an instinctive understanding is at once reached between writer and reader which goes a long way in forming our estimate of the man, and creating a vivid interest in his works. "Islands," wrote Goldwin Smith, "seem by nature dedicated to freedom, and perhaps the independence of thought and indifference to conventionalities which are distinctive qualities of this writer have been begotten by the spirit of his native isle, which remains to this day, though part and parcel of Great Britain, and subject to her supervisory powers, quite aloof and self-governing to all intents and purposes, and many of the ancient laws and the picturesque customs still prevail among its inhabitants. A beautiful island it is too and one of which a native may well be proud. Situated in the Irish Sea with a magnificent range of mountains occupying its larger portion, its shore-line indented with deep blue bays, its farm lands highly cultivated and richly colored with vegetation, its varied and marvelous scenery is a source of endless delight to the beholder. Fine roads traverse the hills in every direction, and can afford the traveller opportunities to refresh his senses from the infinite store of nature's lovely bounty spread upon valley, mountain and sea. There are no venomous reptiles on the Isle of Man and the climate is ideal. Saint Patrick is the patron saint, and many and beautiful are the legends and traditions that invest this picturesque spot with time's halo of romance.

It was here about sixty years ago that Hall Caine was born. Of his early life we know little, but we can imagine much, fancying the little lad, roaming about the beaches or loitering on the wharves, listening to the tales of the fisher-folk of the lands beyond the blue waters or to the fairy legends of his own native valleys and hills. He was of Manx and Cambridge parentage, and received most of his education at home.

His first professional work was as an architect, but his tastes were all literary and from the age of eighteen he essayed to get his efforts published. He was engaged on the literary staff of the Liverpool Mercury, and about 1880 decided to settle in London.

Some years previous to this time he had met with the painter-poet Dante Gabriel Rossetti, and the two immediately became fast friends. The tragic life-story of Rossetti appealed to the poetic imagination and refined sympathy of the young writer, and Rossetti in turn seemed to find comfort and strength in the other's companionship. They lived in the same house until the poet's death in 1882, and no doubt the influence of Rossetti had a refining and beautifying effect upon Caine while his encouragement would act as a strong stimulant to his best endeavor.

After Rossetti's death the young writer produced a book, "Recollections of Rossetti," which was well received. His first novel published three years later called "The Shadow of a Crime" met with success, though it was written only after the most painful effort. "It took me," wrote the author, "nearly a fortnight to start that novel, sweating drops as of blood at each fresh attempt." He was unable to satisfy himself and again and again destroyed page after page of what he had written. Even after the book was finished having conceived what he thought a better idea in order to work it in he destroyed half the manuscript. This habit of painstaking has marked all of Caine's writing, and the result is well worth the trouble expended.

The following year Mr. Caine brought out "A Son of Hagar," and the next year, 1887, "The Deemster" appeared. This was dramatized and has proved very popular with the play-going public. His best and most widely read story is undoubtedly "The Manxman" which though written nearly sixteen years ago is still a great favorite.

Mr. Caine has travelled a great deal, has visited the United States and Canada, and has stayed for some time in Russia for the purpose of studying the peasant life there in coming to some understanding of prevalent conditions, their reason for their existence, and their remedy.

He has a beautiful home in his native isle, which he calls Greeba Castle. Here he loves to shut himself away from the world with his work, and here he loves also to receive his many friends chief among whom are his own country people whose deep affection for him has something in it of reverence and awe for though they think of him as one of themselves and belonging to them, they realize that his great talents and his works place him on a plane a little apart from them, and his judgment is to them always unquestionable, his life a fitting example for all to emulate who may.

### "SOME O' THAT STUFF."

It was an old farmer who followed the manager of the ball team to his hotel and secured an interview to say:  
"I was up there and saw the game today."  
"Yes."  
"Came to town on purpose."  
"Yes."  
"And now I want to buy some o' that stuff of you if I can."  
"I don't exactly understand," said the manager.

"Why, that salve or liniment or poultice or whatever it is that your fellers rub on 'em at night to be all right in the morning. It must be something mighty powerful or they'd be laid up for a month after every game. I'm willin' to pay a fair price."

"All we ever use is a little rose water. You can buy it at any drug store."

"Thanks. I'll take home a quart of it. My son Silas he don't play ball, but he's calculatin' to break a colt, run a footrace, lick a circus man, twist the neck of a bull and run a constable five miles, and I wanted somethin' to sorter take the soreness out of him afterwards. Rose water, eh? Mebbe I'll get two quarts. It would be just like Silas to get tangled up with a threshing machine before the summer is out."

### MORE TROUBLE COMING

I was smoking away on the rear seat of an open trolley when a man beside me, whom I had sized up for a farmer, turned and inquired:

"Mister, can you tell me what all this fuss at Albany is about?"  
"Why, don't you read the papers?" I asked.  
"Only now and then. I'm purty busy."  
"Well, one of the senators was bounced for accepting a bribe."

"I see."  
"And another one resigned to prevent being bounced for giving a bribe."  
"And now there's going to be a thorough investigation to see how many more can be bounced."  
"And how many more do they expect to get?"

"Why, some folks think the Senate will have to bounce its whole self."

"I see."  
"And what are you farmers going to do about it?" I asked as he maintained silence.  
"Nothin', I guess."  
"Do you mean it?"

"Nothin' unless it can be shown that them 'ere senators asked widlers to marry 'em and then flunked out. If they did that then we'll clean 'em out to the last durned critter!"