Amusements.

ACADEMY OF MUSIC—8:15—The Virginian.
AERIAL GARDENS—8:20—The Governor's Son.
BELASCO—8:15—The Girl of the Golden West.
BRIGHTON BEACH PARK—8:30—Fireworks to-morrow evening.
CASINO—8:15—The Social Whirl.
CONEY ISLAND—Thompson & Dundy's Greater Luna Park—Dreamland.
CRITERION—8:15—Little Cherub.
EDEN MUSEE—The World in Wax.
HAMMERSTEIN'S VICTORIA—2—8:15—Vaudeville.
LYCEUM—8:5—The Lion and the Mouse.
MADISON SQUARE GARDEN ROOF—8—Mamzelle Champagne.
MANHATTAN BEACH—8—Pain's Vesuvius and Fireworks—9—Twiddle Twaddle.
MANHATTAN—8:15—Kreutzer Sonata.
NEW YORK—8:15—The Ham Tree.
NEW YORK ROOF GARDEN—8:30—Vaudeville and Seeing New York.
WALLACK'S—8:20—His Honor the Mayor.

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New-York Daily Tribune.

MONDAY, AUGUST 13, 1906.

THE NEWS THIS MORNING.

FOREIGN.—Grand Duke Nicholas Nicholaievitch declined the post of commander in chief of the Russian army and General Linevitch may be appointed. —— Terrorist activity continued in many Russian provinces; General von Larsky has been appointed Governor General of Warsaw; an attempt was made to kill General Karateieff in Samara. —— Many receptions, a dinner and a ball were given at Montevideo in honor of Secretary Root. —— King Menelik has signed the Franco-Italian-British convention relative to commercial equality and railway construction. ——Turkish officials say that the Sultan's illness was slight; there are still many sensational rumors in circulation. —— King Alfonso and Queen Victoria left Cowes to visit Lord Leith in Scotland.

DOMESTIC.—Miss Liza Case, or Azi L. Esac, as she calls herself, made a scene in Christ's Church, Oyster Bay, by calling to the President after the service. —— W. Emlen Roosevelt was attacked by a supposed mad dog near Sagamore Hill; James Sloan, one of the President's guards, shot the animal. —— About fifty thousand visitors were in Minneapolis to attend the Grand Army encampment. —— Secretary Bonaparte, speaking on "Anarchism and Its Remedy" before the Chautauqua Society at Cumberland, Md., proposed drastic treatment for this growing evil. —— Mrs. Lucius Tuckerman, it was learned, was seriously ill at her home in Lenox. —— Three persons were hurt in Fort Worth, Tex., in a fight because a Negro would not give up his seat to a white woman. —— "John the Orangeman," Harvard's "mascot," died in Boston from weakness following an operation. —— Thirteen persons who had abandoned a sinking barge on Lake Michigan were rescued in heavy seas off Grosse Point, Mich. —— A cloudburst at Langtry, Tex., swept away six miles of the Southern Pacific tracks.

CITY.—Late in the day Deputy Police Commissioner O'Keefe took a hand in the riots caused by the refusal of passengers to pay the second fare to Coney Island and forced the B. R. T. motormen to run their cars without the fare being collected; there were riots and disorder all day at the second fare point, and in them many persons were injured, several seriously. —— It was rumored in the Tenderloin that Police Captain Steve O'Brien had quit, owing to inability to suppress gambling in the precinct. —— Three steers, which escaped from a cattle boat off the Battery, caused a lively time in the lower part of the city. —— Magistrate Sweetser began his duties on the bench, receiving the congratulations of many friends. —— The rock drillers went on strike in part of the Pennsylvania Railroad excavations for an eight-hour workday and union conditions. —— Ellis Island was open to receive immigrants. —— Judge Wilbur A. Heisley, of the Circuit Court of New Jersey, was arrested in Staten Island for violating the speed laws. —— The Civil Service Reform Association appealed to Governor Higgins to reopen the Bender case.

THE WEATHER.—Indications for to-day: Fair. The temperature yesterday: Highest, 84 degrees; lowest, 74.

THE NEWS THIS MORNING.

We desire to remind our readers who are about to leave the city that THE TRIBUNE *will be sent by mail to any address in this country or abroad, and address changed as often as desired. Subscriptions may be given to your regular dealer before leaving, or, if more convenient, hand them in at* THE TRIBUNE *Office.*

See opposite page for subscription rates.

SUBMARINE TELEPHONY.

It is reported that a cable seven miles long has been laid in Lake Constance to connect the telephone systems of Switzerland and Würtemberg, and that it has been constructed in accordance with a plan invented by Professor Michael Pupin. The hindrance which that well known electrician sought to overcome is encountered both in submarine telegraphy and submarine telephony. It is a smothering or "damping" influence on the electric impulses transmitted over a wire, and is exerted by the waterproofing and insulating material with which the wire is surrounded. The trouble is far more serious in telephony than in telegraphy, however, because the frequency of the waves excited by the voice is much greater than that with which a trained cable operator forms his dots and dashes by the manipulation of a key. By introducing into the cable at certain intervals—say, eighths or tenths of a mile—what are called "inductance coils," Professor Pupin found that clearness of communication would be greatly enhanced. There would also be a remarkable increase in the distance over which conversation would be practicable.

The efficiency of the invention having been demonstrated several years ago, it is somewhat surprising that it has not yet come into more general use. The American Bell Telephone Company controls the Pupin patents in this country, and Siemens & Halske, manufacturers of telegraphic equipment, in part or all of Europe. The actual cost of making the necessary additions to a cable ought not to be great, and if perfect workmanship were guaranteed, that alone would seem to constitute no formidable objection to the adoption of the system, even though large royalties were demanded. Perhaps the conservatism of the postal departments of European governments, which manage the telegraphs and telephones as well as the mails of their respective countries, may have been an obstacle to its introduction abroad. In this country, it may be presumed, the corporation which paid Professor Pupin a handsome price for his rights has not yet found it desirable to utilize them so extensively as the public once expected that it would.

Some of the expectations which were cherished a few years ago regarding Professor Pupin's invention were undoubtedly extravagant. It is now believed by those who have studied the matter carefully that it would not pay to lay a telephone cable across the Atlantic. The persons who would take advantage of the facilities thus afforded would be men engaged in large financial or industrial operations, and who were not content with telegraphic service, even where a cipher was employed for secrecy. There would be an assurance of only a limited number of patrons, and these would often want to use the wires almost at the same moment. It is 3 o'clock p. m. in London when it is 10 o'clock a. m. in New York. The business day is virtually closing there when it is just beginning here. The period during which telephonic conversation between the two cities would be conducted, therefore, would be very short—probably unprofitably short.

Apparently, the best promise of remunerative business would be afforded by lines across the Baltic, serving as links in a chain of communication between Berlin and Stockholm, or by cables connecting London with the Continent. There are probably regions on the Continent of Europe where it would cost less to lay a cable directly across a lake than to make a long detour around it, the mountainous character of the adjacent country rendering the construction of land lines inexpedient, if not impossible. This may be true, for instance, in the vicinity of Lake Constance. A few trials of that sort ought to prove highly instructive. If the results were thoroughly satisfactory, imitation on a larger scale elsewhere would be encouraged.

ANARCHY OVER FARES.

The scenes on the road to Coney Island yesterday were another illustration of the bad habit of resorting to disorder to establish legal rights, which The Tribune criticised the other day when it was manifested in the trouble over the piers at Oyster Bay. It ought to be possible to determine in some peaceful fashion once for all the rights of the public and the rights of the railroads with relation to Coney Island fares, and to avoid the repetition, summer after summer, of the disgraceful struggles, amounting sometimes to riots, over this question.

If the railroad has legal authority to charge 10 cents on one route or all routes, the fact should be demonstrated before the highest court, and made so plain that no inferior tribunal would interfere with the exercise of the right, and no citizen would be encouraged to dispute it. On the other hand, wherever the courts have decided that the legal fare is only five cents it should be impossible for the railroad to charge more. Then the police should not only refuse to arrest passengers declining to pay more than the legal fare and refusing to leave a car, but they should treat as disorderly persons agents of the company who interfered with the passenger's peaceable pursuit of his journey on payment of the legal fare. Moreover, it should be, if it is not, in the power of the Railroad Commission to compel railroads to respect their legal obligations. It should not be left for individuals to exact obedience by forcible resistance landing them in a police station, or by suffering ejection and bringing suit for damages. If we have not in this state a competent administrative authority to prevent such disgraceful struggles as have repeatedly occurred on the Coney Island lines, it is time for us to establish one.

Justice Gaynor may be right or wrong in his ruling. That is not the point, though it is to be noted that other judges have repeatedly given similar decisions, and more than two years ago the Appellate Division handed down a decision which was popularly interpreted as a warrant for the five cent fare. The railroad, however, declared that the decision did not apply, and continued to collect 10 cents, frequently with violence. Right or wrong, however, either the decision should be obeyed, or the court in giving it should make clear that it is not a warrant for a refusal to pay the fare demanded. It is intolerable that the people, on the one hand, and the corporation, on the other, should be left to squabble over a legal question, and have daily riots to determine the charge for public service. It is time for somebody in authority, the city government, the Railroad Commission, or the courts, to say what the fare shall be, and enforce obedience of the order pending a final decision by the Court of Appeals of the legal point involved, if, indeed, the point has not already been finally determined.

GERMANY'S BATTLESHIPS.

One of the leading naval powers which reorganized their policy promptly when the Dreadnought was launched last February is Germany. She has been building two battleships a year for several years, and decided that the next ones authorized should be a match for the vessel now under construction at Portsmouth. The Tribune's London correspondent declares that the Kaiser is not entirely satisfied with the decision reached a few months ago, and that the Ersatz Bayern and Ersatz Sachsen will be bigger than the Dreadnought. From other sources it is learned that these ships will probably have a displacement of 19,000 tons, instead of 18,000 (as originally planned), and will mount sixteen 11-inch guns. The Dreadnought's main battery is to consist of ten 12-inch guns.

Great Britain will not, of course, be disturbed by this news. She has been setting the pace for the rest of the world for years, and is under no obligation to limit herself in the future to vessels like the Dreadnought. Nevertheless, it would be hard to predict the outcome of an engagement between that particular ship and one of the kind which the Kaiser now has in his mind's eye. The Dreadnought is expected to be the faster ship. She has been designed to develop a speed of 21 knots, whereas the new German battleships are intended to develop only 19½. The ship which can manœuvre best in action has a great advantage over its adversary. Again, trifling as is the difference in the calibre of their guns, it might have an appreciable effect under certain conditions. Just now everything is being sacrificed to long range, and the range of a cannon is approximately proportioned to its bore. If it should prove that the Dreadnought's guns could begin the work of destruction a few minutes earlier than those of her enemy, that qualification might more than offset the ability to throw more hundredweight of metal a minute.

It is not at all unlikely that Germany's dissatisfaction with the plans adopted early in the year has been inspired less by what is being done by Great Britain than by hints of what other powers have in view. Admiral Dewey told the House Committee on Naval Affairs four or five months ago that he had reason to suspect that Japan had decided on 19,000-ton battleships. Besides, while Secretary Bonaparte's plans were not perfected at that time, it is no secret that the United States Navy Department wanted the privilege of building a warship of greater size than any of which there was then any assurance. Fortunately or unfortunately, the Secretary could not secure the authority to proceed quietly with the realization of that purpose, but it is not to be supposed that the government in Berlin was kept in ignorance regarding his intentions.

Germany is now taking an exceptionally long stride in the development of her navy. She doubtless realizes that in some respects she has been backward, and is eager to make up for lost time. The United States has ready for service, if not actually in commission, five battleships displacing 15,000 tons each, and having a speed of 19 knots. Two vessels of the Louisiana class, displacing 16,000 tons and developing a speed of 18 knots, are virtually completed, and four more are under construction. The biggest ships now being built for Germany have a displacement of 13,200 tons. The keels of two were laid last year, two others were launched in 1905, and one of that particular class (the Deutschland) is now finished. Of another group, having a displacement of 13,000 tons exactly, four are ready for service, if not in commission, and a fifth is rapidly approaching completion. The older German battleships are comparable in size with those of the classes to which the Oregon, the Illinois and the Maine belong. Some of them mount nothing larger than 9.4-inch guns, however, while the biggest guns on American battleships invariably have a calibre of 12 or 13 inches. Apparently there has been room for improvement in the weight of Germany's naval ordnance as well as in the size of her fighting ships, and it is by no means certain that she has fully awakened to her needs even yet. Except for coast defence, her heaviest guns to-day have a calibre of only 11 inches.

GOOD ROADS AND THE LIQUOR TRAFFIC.

To the many schemes looking to the financing of good roads propositions Governor Folk of Missouri has added a new one. He will ask the next Legislature of his state to pass a law taxing the retail liquor interests for the benefit of the public highways. His plan is to have a direct state tax of $200 levied on each dramshop, the fund to be used to build two great highways across the state, one from Kansas City to St. Louis and one from Iowa to the Arkansas line.

While the details of Governor Folk's plan are not fully explained, enough is known to show that it is an interesting, though as yet doubtful, method of raising funds for good roads. Various states have adopted differing methods of getting the money necessary to improve the existing highways or build new ones, and through them all the principle of state aid has been the main feature, though with many varieties of application. We know of no instance where Governor Folk's idea has been applied.

Existing methods of road improvement are the so-called "reward" system, introduced by Commissioner Earle, of Michigan; the systems under which improvements are carried out in New Jersey, Connecticut and Massachusetts; the convict labor work of Georgia and some other Southern states, and the great bond issue plan, through which New York's highways are to be brought to a high pitch of excellence. A careful study of the various methods leads to the conclusion that the state bond issue, as adopted by New York, affords the most feasible and least expensive method of making the highways what they should be. This doubtless could be improved, however. For instance, in a few New York counties some of the county prisoners are made to work in getting out material for highway construction. This plan has so far been successful, and there seems no valid reason why it should not be extended to the state's prisoners. The amount of competition with "free labor" resulting would not be an appreciable factor in the state's labor problems, and work in the open air, with good food and proper treatment, would improve many men in whom the reformation supposed to be wrought by imprisonment is in no way apparent.

MONEY AND BUSINESS.

Several underwriting syndicates have recently been dissolved, with extremely unsatisfactory results for the members, which is evidence that the supply of new securities has exceeded the demand. Were it not for the fact that stock market manipulation is backed by very powerful financial interests, similar liquidation would be forced in the many specialties that have led in the artificial rise of about $6 a share in the average of the sixty most active railway stocks. But those who accumulated large quantities of stock certificates at these advancing prices appear to be in position to retain their holdings in the face of a firm money market and little absorption by the general public. Occasionally there is a raid upon the market by the Western group of speculators, but little long stock is dislodged and the reaction is fractional in most cases. These operations maintain a total volume of business that is unusually heavy for the season, but five or six stocks supply 50 per cent of the total business. From a technical point of view the market is obviously in better condition than it would be if the securities were scattered among thousands of weak holders who might be forced to sell out in case of pressure, but the situation would be still safer if a larger percentage of the total issue of stocks was in the safe deposits of investors.

Scarcely any fluctuation occurred in money rates until the latter part of the week, although variations in domestic exchange indicated that there was a growing tendency to withdraw funds from this centre. The question always arises at this season whether the West and South will draw as heavily on New York as usual, and the only significant alteration in this movement in recent years has been in character rather than amount. Formerly the money taken from this centre was actually borrowed, at least a large part of it, but in recent years interior banks have kept such large balances on deposit with their correspondents here that when they needed money for handling the crops the operation consisted chiefly of reducing deposits in New York banks. This year, according to statements by prominent interior bankers, they are in exceptionally good position to take care of their customers, and shipments from New York may really show a decrease. Nevertheless, there are three points to be considered in this regard: First, crops are much heavier than usual and consequently will call for a larger amount of money; second, real estate operations have been unusually heavy throughout the country and have affected resources of interior institutions; third, as long as New York banks allow interest of 2 per cent on the balances of interior correspondents they will continue to send money here during the season when their surplus cannot be employed to better advantage.

Trade reports continue to show better conditions than at this date in any previous year, and it is the exception when wholesome conditions are not recorded. Midsummer quiet prevails in certain lines, but not more than customary, and it is especially gratifying to see evidences of greater preparations for fall trade than ever before. Even the persistently firm money market has not retarded legitimate business, and in so far as it is limiting speculative operations the effect should be helpful. A few new strikes have occurred, but not of sufficient magnitude to cause any alarm, although the actual scarcity of labor is a serious matter in industrial as well as agricultural undertakings. The recent decline in the brick market took prices to about half what they were in May, which may prove of general benefit by encouraging building operations, which were undoubtedly restricted by the high cost of material. The brick situation was unnatural at the top price, and the decline was due to a combination of heavy production and much substitution of concrete. As it is well known that many building operations were postponed because of the prohibitive cost, there is reason to look for resumption of much abandoned work now that the level of prices is lower.

Option trading in cotton has increased, and the market rules weaker, with more evidence of aggressive operation for the short side of the speculative account. Even after the recent moderate decline prices appear to be very high in view of the general belief that another large crop is about to be secured, especially as exports are making a very poor showing. Up to this month it seemed almost certain that the current crop year would surpass all records in value of cotton exported, the higher price making up for the decrease in quantity, but the closing month has proved disappointing thus far. Falling grain quotations received a check on account of the largest exports of recent years, and latest figures show a smaller proportion of wheat exported in the form of flour. Receipts at primary markets sustain the numerous statements of good thrashing returns, and Northwestern flour mills are producing much more freely than a year ago, although still considerably below their full capacity.

Textile fabrics supply the only irregular reports of any of the leading industrial branches, demands for woollens and worsteds being much larger in some sections than others, and it is also noted that several lines of cottons are sold well ahead, while others receive few orders except for immediate shipment. It is probable that buyers in the primary markets hope that a large cotton crop will cheapen the raw material and produce more attractive terms for cotton goods, but the small stocks in all positions encourage producers to maintain prices. As footwear shops have large contracts on hand for fall shipment and are receiving much business for delivery next spring, there is no prospect of lower prices for boots and shoes, particularly as the markets for hides and leather are firmly maintained. Pig iron production this month will fall considerably below the maximum, not because of any diminution in demand, but because there is a limit to the time that furnaces can be operated without stopping for repairs. As it becomes probable that the supply will prove inadequate, prices tend to advance, and until the output can be increased consumers may find difficulty in securing deliveries.

Mr. Gompers objects to letting the Chinese dig the Panama Canal. Will Mr. Gompers go and dig it himself, even with union wages and an eight-hour day? Or will any considerable number of the workmen whom he represents undertake the labor on any terms?

We deeply sympathize with our aged correspondent who would like to see a decent bridge service before he dies. What he says about the relief which could be afforded by a common sense co-operation of different transportation companies is perfectly true. But it is really too much to hope for common sense in dealing with a subject which has been the sport of stupidity for twenty years.

The passenger traffic of this city is increasing at the rate of about 120,000,000 rides a year. What is being done to meet this ever growing demand on already overtaxed facilities?

"Following the ponies" helped to bring ruin to the president and the cashier of the wrecked bank in Chicago. That diversion has proved a short cut to the "road to ruin" to so many that it is surprising that its nature is not better appreciated by men who are otherwise above the average in intelligence, even if below the average in morality.

The United States has acquired another island. It is time for the anti-imperialists to protest against the outrage. Neither moral nor volcanic destiny should be permitted to enlarge our domain!

After all, the visits of the Shah of Persia to Western Europe are to bear fruit. Why should not Emperor Nicholas also set out upon a series of travels to other lands?

THE TALK OF THE DAY.

One has to look abroad for municipal enterprise. Bordeaux has gone into the publishing business. The Mayor and corporation of that town are bringing out a new edition of the "Essays" of Michel de Montaigne, giving, it is asserted, for the first time the authentic and "definitive" text of the essays. It will be called "l'édition municipale," and will be magnificently printed, as well as properly edited by competent scholars. Montaigne was once Mayor of Bordeaux.

"Then, Maurizio, to-morrow I will come with my wife to see you both."
"Delighted. But look here, tell your wife not to wear her new diamond earrings or my wife will at once want a pair!"
"Oh, the devil! And my wife was only coming for the purpose of showing them off."—Il Diavolo Rosa.

Why is the printer's errand boy called the "printer's devil"? A writer at the end of the seventeenth century explained it thus: "These boys in a printing house commonly black and dawb themselves; whence the workmen do jocosely call them devils; and sometimes spirits, and sometimes flies." It is related, however, that Aldo Manuzio, the great Venetian printer of the fifteenth century, had a black slave boy, who was popularly supposed to have come from below. Accordingly he published a notice: "I, Aldo Manuzio, printer to the Doge, have this day made public exposure of the printer's devil. All who think he is not flesh and blood may come and pinch him."

Father Matteo is a good countryman who sent his son to the city to be educated. The latter, to give him pleasure, bought a cheap phonograph, and, when he set it going, watched for some sign of surprise from his father. Father Matteo heard it to the end, and then, removing his cigar, said, with disdain, "I do not use preserved meat nor vegetables and much less do I care for preserved music!"—Il Mondo Umoristico.

Many years ago Sir John Macdonald, Premier of Canada, was to deliver a speech at an important public dinner. In the conviviality of the evening he forgot the importance of his speech. When it was delivered it lacked somewhat of coherency. A reporter took some notes, which he did not publish, but called on Sir John next day and told him that he was not quite sure of having secured an accurate report.

He was invited to read over his notes, but he had not got far when Sir John interrupted him with, "That is not what I said." There was a pause, and Sir John continued, "Let me repeat my remarks." He then walked up and down the room and delivered a most impressive speech in the hearing of the amused reporter, who took down every word as it fell from his lips. Having thanked Sir John for his courtesy, he was taking his leave, when he was recalled to receive this admonition:

"Young man, allow me to give you this word of advice: Never again attempt to report a public speaker when you are drunk."

WEDDING "PROTECTION."

Be patriotic and "protect"
The homebred brand of bachelors,
But tax all britons who elect
To wed outside their native shores.
Do not admit him, duty free,
Who flaunts his "maid in Germany."
—The London World.

"The Hiawatha (Kan.) World" prints this interesting item: "Ewing Herbert tried to prevent a dog fight in the park Wednesday night, and one of the dogs bit a piece out of his new pants and his old leg."

"Really," said the up-to-date carpenter, "I can't do any night work for you—not after 6 o'clock."
"But," protested Mr. Swellman, "the work must be finished by to-morrow. I expect to pay you double for your night work."
"Oh, it isn't that; but, you see, my dress suit is at the scourer's."—Catholic Standard and Times.

The German Emperor is quoted as saying that any youth of twenty without knowledge or education could go to any newspaper office in the world, and, taking a position on its staff, write articles which would create sensations. The same youth would probably create a sensation as an emperor.

"Where did you get that song?" said she;
"I got it out of my head," said he.
"I got it out of my own small head!"
"What a lucky thing for your head," she said.
—Cleveland Leader.

SIGHTS OF 'EM.

Cairo correspondence of The Hendersonville (Ky.) Journal.

Miss Bettie Sights is visiting Miss Lizzie Konsler. Miss Hollie Palmer has been visiting Miss Lizzie Sights. Miss Lizzie Konsler entertained a party of young people at her home Tuesday evening in honor of Miss Bettie Sights, of Henderson. Mrs. Jennie Konsler and daughter, Miss Lizzie, and Miss Bettie Sights, spent Monday with Mrs. C. E. Sights. Miss Lizzie Sights and Miss Hollie Palmer spent Wednesday with Mr. and Mrs. Al Sights.

SHAKESPEARE ON HAND.

From The London Tribune.

Some pessimists are inclined to think that Shakespeare is quite dead. Good news, however, comes from Hungary. A correspondent has recently seen a theatrical poster there which runs as follows:—

"By Divine Permission in the year 1905, on the 21 July, will be represented for the first time,
ROMEO AND JULIET.
A sensational tragedy, universally renowned, in five acts, with songs, dances, and
Bengal Fire.
By William Shakespeare.
The Author will be present at the Performance."

MIGHT HAVE QUALIFIED.

From Success.

Not Irish, but delightful, is the story of the automobilist who, in making a cross-country tour in Dakota, had the misfortune to have his machine break down. He saw a small house not far off, and cut across to it. The only man about the place was a Swede, who was much amused by the sight of the strange rig the automobilist wore. "My friend," said the automobilist, "my machine has had a bad break and I would like to know if you have such a thing as a monkey-wrench about here?" The Swede looked at the automobilist with greater curiosity than ever, and then laughed. He had met some strange folks and heard some odd things since he had come to America, but this was the worst! "Monkey-wranch?" he asked sarcastically. "I got a sheep ranch and my cousin Ole he got a cow ranch, and Meester Ferguson he ban have wan pig ranch, but I tank anyywan start monkey ranch in Nord Dakota ban wan fool!"

RISE OF THE UNITED STATES IN THE XVIIITH CENTURY.

THE AMERICAN AMBASSADOR AT CAMBRIDGE.

From The London Tribune, August 3, 1906.

In delightful weather the summer meeting of Extensionist Students was opened at Cambridge yesterday, when the number presenting themselves was larger than had been expected.

The formal inauguration took place at the Senate House, the floor of which was fully occupied. The galleries were well tenanted. The event of the day was the delivery of a lecture by Mr. Whitelaw Reid, the American Ambassador, on "The Rise of the United States of America and the Tendencies of Its Development." Mr. Reid arrived in the company of the Master of Trinity, who was representing the Vice-Chancellor, the Bishop of Ely, and the Mayor of Cambridge, and among others present on the platform were the Master of Magdalene, Professor Stanton, Professor Macalister, Professor Bradbury, Dr. Alan Gray, Dr. Courtney Kenney, Dr. D. Macalister, Dr. Keynes, Dr. Breul, Dr. Stokes and the Rev. D. H. S. Cranage.

The Master of Trinity, in the name of the Vice-Chancellor and the university, gave a very hearty welcome to those who had honored Cambridge by coming up to take part in their university extension movement. He rejoiced to be informed that very many of their visitors came to them from abroad—indeed, from almost all the leading countries in the world. The subject selected for their study and reflection was the various aspects of the eighteenth century, or, speaking more accurately, the hundred years or so from the time of William III to the breaking out of the great French Revolution, and among the leading events of that period the intelligence of mankind would most certainly select the rise of the great Republic in America.

At the close of the address the Bishop of Ely moved a vote of thanks to Mr. Reid for his address, the subject of which, he said, was an event that had shaped and would increasingly shape the destinies of the world. That the American Ambassador should have found, or, perhaps, and more probably, should have created, the leisure to compose and deliver that lecture made that historical course itself historical.

The Mayor of Cambridge (Mr. Durnford) seconded the proposition in a pleasing speech, in which he extended a welcome to the students in the name of the town. He said they had heard in that place assertions that history was a science and nothing more. He thought it was a sounder view to regard the historian as one whose duty it was to keep the past alive. That duty Mr. Reid had tactfully and admirably performed that day.

MR. REID'S ADDRESS.

The address was as follows:

In discharging the duty with which I have been honored for the opening of the present course of Cambridge lectures, I am asked to speak to you as briefly as may be on the greatest fact in modern history, the rise and development of the United States.

Neither George Canning nor his King called this New World into being, and it was not called into being by anybody for the purpose of redressing the balance of the Old. As to its most significant and for a long time its leading settlements, it was called into being by Charles I, when he pursued Separatists, Nonconformists and others in the professed interest of the Church of England. Its growth was checked by the rise of Oliver Cromwell; and while the protectorate lasted the Puritan emigration ceased. Charles II revived it, and he and his brother James, by their treatment of the Puritans in England and the Covenanters in Scotland, did more than any other human power to make New England and other large sections of the United States what they are.

Tudors and Stuarts alike, whatever their intentions, were helpful to the infancy of the new nation, and there is fitness in its possessing enduring monuments to commemorate them, Virginia, Maryland, the Carolinas, Jamestown and James River.

At the beginning of this period, say at the opening of the seventeenth century, and near the close of Queen Elizabeth's long reign, all England was much less than London is now. The total population of England was a little over four millions, and what is now far the greatest city in the world had then possibly a quarter of a million within its limits. A rapid increase was prevented, in fact a material decrease had been caused, by the enormous death rate, due to epidemics which science had not learned to control, to unhealthful surroundings, to constant wars and to a deplorable waste of human life in the ordinary administration of justice. Between 1592 and 1665 London had eight visitations of the plague. The sweating sickness and the smallpox were almost equally dreaded and equally uncontrollable. The unsanitary habits of the people were extraordinary. Even the King, for whom the first settlement in Virginia was named, according to the declaration of James Balfour, never washed his hands. Prisoners were tortured, robbers were hung, witches and religious men whose orthodoxy was not our doxy were burned. For trivial offences men and women were whipped or set in the stocks, or nailed by their ears to the pillory. Witchcraft was so firmly embedded in the faith of the people that the greatest legal writer of his time, Sir William Blackstone, said as late as when the American colonies were on the point of revolting that every nation in the world had borne testimony to it, and that to deny it was to deny the revealed word of God.

This is, of course, not a fair picture of the England from which the colonists went out, though some of its noticeable features are accurately portrayed. You can faintly conceive the limitations of the England of that day, how little it was like the present world, when you add that it knew nothing of the circulation of the blood, of vaccination, of gravitation, of the velocity of light, of illumination by petroleum, gas or electricity, of communication by fast or cheap mails, of the telegraph or the telephone; that it had no newspapers and that its books were few and dear.

Yet this England had Magna Charta and parliamentary government; had greater and better secured personal liberties than any other country in Europe, and was more jealously watchful of them; had an inbred respect for law and for its officers, and, in spite of a degree of illiteracy that seems now surprising, probably led Europe also in diffused intelligence and in a reasoning devotion to religion. In the gallery of England's immortals Milton was soon to be added to Shakespeare, and the nation was rapidly approaching the great contest in which religious zeal and a passion for civil liberty in an almost equal co-operation were to precipitate a revolution and execute a king.

THE NEW WORLD AND ITS COLONISTS.

Meantime, the land in which the new nation was to spring up, a land of rivers and lakes and unbroken forests, beyond the Atlantic, lay palpitating with wild life under summer suns or blanketed under winter snows, practically unpeopled. The first feeble colony arrived at Jamestown seven years after the opening of the century; the little company borne by the Mayflower to Plymouth Rock thirteen years after that. The only inhabitants at the beginning of the seventeenth century were the mysterious aborigines, whose origin, languages and customs were alike unknown, whose trails through the forest were the only roads, whose patches of Indian corn were the only agriculture, whose clusters of wigwams were the only cities. Between the Great Lakes and the Gulf from the Atlantic to the Alleghanies, there were in all less than 200,000 of them, in limits which now contain the second city in the world, seventeen great states, and a total population of over thirty millions.

At the beginning of another century, the eighteenth, this new world had started into full life among the forests. Scattered and still feeble colonies, controlled and mainly peopled by Great Britain, lay in isolated settlements along the Atlantic Coast from Massachusetts to the Gulf of Mexico, and at several points were spreading westward toward the Alleghanies. By this time they had come to include a sprinkling of several Northern races—soon to melt wonderfully into the Anglo-Saxon mould, and to renounce other allegiance in order to seek the privileges of British subjects. There were Dutch in New York—in fact, New York was for about half a century a Dutch city. There were Swedes in Delaware and Germans in Pennsylvania, and to these were added the best France had to give in a considerable influx of the persecuted and exiled Huguenots. There were many sects, too, and these did not melt so readily into one mould. There were Puritans in most of New England, Baptists in Rhode Island, Episcopalians in New York and Virginia, Presbyterians in New Jersey and the Carolinas, Quakers and Lutherans in Pennsylvania, Roman Catholics in Maryland. All of them insisted on freedom to enjoy their own religion—many of them had come to an uninhabited country for that purpose—but not all were ready to tolerate other people's religion.

At times there had been efforts to impose upon them the Established Church of England, but to this they thought consent impossible. Religion and education they fostered alike. The church and the schoolhouse went with every fresh pioneer settlement. But many of them left England to escape bishops, others to escape the ruling classes, and in their new homes they would submit neither to a prelacy nor to a nobility. They demanded the right of the English born to participate in the government, but they were not ready to have everybody to share it with them. In the early days of New England none but church members could vote or hold office. As late as 1679, hardly one grown man in Massachusetts out of five could vote. Cotton denounced democracy, thinking, no doubt, with Montesquieu, that liberty may be least safe under a rule of the mere majority; nobody dreamed of letting Indians or Negroes vote; till long after the Revolution a considerable property qualification was required from every voter.

In one way or another they were ruled by officers from England, and they brought with them the general body of English law. But they had organized parliamentary government in most of the colonies on the English pattern, with more exact representation and under written constitutional arrangements more precise than England had ever employed. They looked to England for protection, spoke of it habitually as home and held themselves under its authority; yet they already exercised a large measure of local self-government, rightly considered this a necessity of their remote situation and peculiar perils, and regarded any infringement upon it with even more than the historical Anglo-Saxon jealousy.

The old ideas of blind loyalty to the throne had been shaken, first by the Puritan revolt against Charles, and later by the deposition of James. They had twice seen Parliament set aside a king, and it was only a step from this to the belief that not the king, but the representatives chosen by the people, must always be, in the end, the controlling power of the state. From that again the distant colonists found it only a step further to the belief that in their remote isolation they should choose their own representatives instead of submitting to the rule by representatives chosen back in England for English purposes. Thus early had the "Mother of Parliaments" taught the sons of Great Britain beyond seas to better her instructions.

And yet a personal sense of loyalty to the sovereign remained down to the very outset of the Revolution, often as strong in America as in England, sometimes stronger and generally more disinterested. Benjamin Franklin wrote privately in 1768 to his friends at home of George III as "the best monarch any nation was ever blessed with." In 1769, when he had to report the refusal by the House of Commons to repeal offensive customs duties, he used even stronger language:

"I hope nothing that has happened or may happen will diminish in the least our loyalty to our sovereign or affection for this nation in general. I can scarcely conceive a king of better dispositions, or more exemplary virtues, or more truly desirous of promoting the welfare of all his subjects. The body of this people, too, is of a noble and generous nature, loving and honoring the spirit of liberty, and hating arbitrary power of all sorts. We have many, very many friends among them."

Seven years later came the bitter arraignment of the same sovereign in the Declaration of Independence, and the richest possession of the English crown was lost for ever.

From the outset the colonists were thrown on their own resources in a wild continent and among savage people. The survival of the fittest made them a picked body, a real corps d'élite. Their faculties were quickened by necessity, by danger and by climate. The lonely life and the necessity for quick decisions, often without much opportunity for consultation, led to a marked personal independence, an ever ready resourcefulness and an absolute freedom of individual initiative, which speedily became general characteristics.

But at the beginning of the eighteenth century their opinions and their traits had not worked out to the logical conclusion. With all their personal independence the colonists never dreamed of standing alone; with all their free personal initiative they still looked implicitly to the Mother Country for guidance.

The growth of these colonies, which for a long time was slow, painful and intermittent, had of late become more rapid. Their population was only about 200,000 when James II was deposed and William and Mary came to the throne. A quarter of a century later, when the house of Hanover came in with the accession of George I, the tables compiled for the Board of Trade, giving in detail the whites and Negroes in the colonies, showed an aggregate of 434,000. The number had thus more than doubled. In the next half century this again was trebled. By 1754, when the movements for taxing America were about to begin, there were 1,165,000 whites and 253,000 Negroes; say, in round numbers, nearly a million and a half.

ENGLAND IN THE XVIIITH CENTURY.

The England which after a variable, but on the whole not unmotherly, care of the colonies, was now to enter upon that unhappy experiment of taxation, presented almost as strong a contrast to the England we have seen in the closing days of Elizabeth as did the thirteen colonies of 1754 to the New World before Jamestown and Plymouth. In numbers it had grown from four millions to perhaps ten. In government it had passed from Essex to Newcastle and Bute. Landmarks on that long road were a civil war, a Commonwealth, a restoration, more discontent, a deposition, with choice of a new sovereign from abroad, and enormously increased power in Parliament. And now at last another royalist reaction, with revival of old prerogatives through parliamentary methods by purchased majorities, was to precipitate a crisis in the American possessions. Meantime, the nation had enjoyed an enormous extension of commerce, beginning with the revolution in 1688, had prospered on colonial trade, had won glory in foreign wars. Of its entire exports, one-fourth was taken by its colonies in America; under the inspiring guidance of Chatham England was rapidly coming to the front in both hemispheres, and this political leadership among the nations was followed by a sudden and enormous increase in national wealth.

But in the attempt now to begin for stretching the power of the crown in the colonies one thing was forgotten. While the people that elected their sovereign by Parliament had thus made their own representatives supreme, few realized that Americans could learn the lesson. It scarcely entered many English minds that those dependent poor relations might in their turn demand an equal authority for *their* representatives. Ministers at this date were indeed curiously ignorant of the colonies. Distance, inattention and misinformation co-operated to produce political blindness. An acute English historian, explaining how subservient and prejudiced English officials in America misled their sovereign, said that in fact "his own Governors, by their reports to him, wrote King George out of America." To them, and so easily enough to him, it seemed a natural thing that the colonists should be content to buy everything from England—unreasonable that they should want to manufacture things for themselves; a matter of course that they should accept interference from England in their domestic concerns, and pay English taxes—disloyal and rebellious that they should hesitate.

And yet these uneasy colonists had given splendid proof of their devotion. Unaided they had captured Louisburg, then the greatest French stronghold in America, for the British crown. They had responded to Pitt's calls, involving both men and money, far beyond reasonable expectations. Nearly two-thirds of Abercrombie's force on Lake George had been sent from New England, New York and New Jersey. Another year Connecticut had five thousand men under arms to support the British campaign, and Massachusetts seven thousand. When disasters came the feeble colonists strained afresh their resources. Massachusetts sent out one in six of all its inhabitants capable of bearing arms, and Connecticut an equal or even greater proportion. While the war lasted that expelled the French from the Great Lakes and from the Ohio, New Jersey taxed herself at the rate of a pound a head for every inhabitant. Massachusetts levied on personal incomes at the rate of thirteen shillings and fourpence to the pound, besides land taxes, poll taxes and even colonial stamp taxes. Connecticut, though feebler in resources, was no whit behind. With such warmth did the colonists support the great sympathetic Minister of the crown, while he rescued Tennessee, Michigan and the country of the Great Lakes, conquered the West and conquered Canada. What might not have happened had Chatham but remained in power?

COLONISTS TO BE PROUD OF.

At this period the colonies had been developing in America for about a century and a half. England might well have taken pride in the result, for the race that had sprung up amid the trials of the Western wilderness, though different from the race at home, had lost few of its conspicuous virtues and had found others. The colonists were in the main curiously orderly and law-abiding. They were temperate, moral, generally religious. The world had never seen such widely scattered rural communities with a more general diffusion of intelligence and a smaller percentage of illiteracy. Everybody worked and enjoyed the fruits of his labor—there were no rich and comparatively few poor. There was a nearer approach to equality of opportunity than older countries could show, and to personal equality when the opportunity had been wisely improved. There was no governing class; all took part in the government, and the man who had been called to the public service at the end of it dropped back naturally into his position, and instead of making laws might again be making shoes. There were no palaces, but (away from the frontier settlements) there were very few hovels; and according to the standard of the times the mass of the population was probably as comfortably housed as in England, and with better surroundings, though often in unpainted dwellings of wood. The proportion of considerable landholders to mere householders was naturally larger than in older communities. Social life was everywhere simple, but not with-