Amusements.

ACADEMY OF MUSIC—8:15—Brewster's Millions.
ALHAMBRA—2—8—Vaudeville.
ASTOR—8:15—The Man from Home.
BELASCO—8:30—The Fighting Hope.
BIJOU—8:15—A Gentleman from Mississippi.
BLANEY'S—2—8—Vaudeville.
BROADWAY—8:15—A Stubborn Cinderella.
CASINO—8:15—Havana.
CIRCLE—8:15—The Queen of the Moulin Rouge.
COLONIAL—2—8—Vaudeville.
CRITERION—8:15—The Richest Girl.
DALY'S—8:15—The Goddess of Reason.
EDEN MUSEE—The World in Wax.
EMPIRE—8:15—What Every Woman Knows.
GAIETY—8:15—The Traveling Salesman.
GARRICK—8:30—The Patriot.
GERMAN—8:15—The Open Door.
HACKETT—8:20—A Woman's Way.
HAMMERSTEIN'S—2:15—8:15—Vaudeville.
HERALD SQUARE—8:15—The Return of Eve.
HIPPODROME—2—8—Sporting Days—Battle in the Skies—Bird Ballet—Circus.
HUDSON—8:15—The Third Degree.
KNICKERBOCKER—8:15—The Fair Co-Ed.
LIBERTY—8:15—Kassa.
LYCEUM—8:20—The Dawn of a To-morrow.
LYRIC—8:15—The Blue Mouse.
MAJESTIC—8:15—Three Twins.
MANHATTAN OPERA HOUSE—8—Louise.
MAXINE ELLIOTT'S—8:30—The Bachelor.
METROPOLITAN OPERA HOUSE—8—Cavalleria Rusticana and Pagliacci.
NEW AMSTERDAM—8:15—Macbeth.
NEW YORK—8:20—Miss Innocence.
SAVOY—8:20—The Battle.
ST. NICHOLAS RINK—8:30—Ice hockey.
STUYVESANT—8:10—The Easiest Way.
WALLACK'S—8:15—Votes for Women.
WEBER'S—8:15—The Girl from Rector's.
WEST END—8:15—The Warrens of Virginia.

Index to Advertisements.

	Page.	Col.		Page.	Col.
Amusements	12	5-6	Ocean Steamers	11	8
Art Dealers	5	2-4	Pianos and Organs	11	5-6
Auction Sales	11	8	Proposals	11	3
Bankers & Brokers	10	1	Proposals	11	6
Board and Rooms	11	6	Public Notices	11	5
Business Chances	11	6	Railroads	11	8
Citations	11	3	Real Estate	9	5
Country Property for Sale	9	6	Restaurants	8	6
Country Property for Sale or to Let	9	6	School Agencies	9	5
Dividend Notices	10	1	Special Notices	7	6
Domestic Situations Wanted	11	3-5	Steamboats	11	7
Dressmaking	11	6	To Let for Business Purposes	9	5-6
Financial Meetings	10	1	Tribune Subscription Rates	7	6
Help Wanted	11	1	Trust Companies	10	4-6
Hotels	8	6	Unfurnished Apartments to Let	9	5
Instruction	9	6	Winter Resorts	9	6
Lost and Found	11	5	Work Wanted	11	1-2
Marriages & Deaths	7	6			

New-York Daily Tribune.

MONDAY, MARCH 15, 1909.

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THE NEWS THIS MORNING.

FOREIGN.—The Italian government considers Petrosino, the New York detective who was murdered by the Black Hand at Palermo, as merely a citizen, and is not likely to admit a special claim for satisfaction; many arrests have been made in Palermo. ═══ A general strike of the telegraph and telephone employes of the French government is feared, and railway mail clerks have voted their support. ═══ The German ship Margretha was sunk in a collision with the Norwegian steamer Mascot, and twenty men of the former vessel were drowned. ═══ Two Japanese cruisers with cadets have sailed on a trip to San Francisco and other Pacific Coast ports. ═══ The transport Logan went ashore at the entrance to Honolulu Harbor; the vessel has on board more than eight hundred officers and men for service in the Philippines. ═══ The forces of the pretender Roghi, which are advancing on Fez, are said to have defeated the government's troops. ═══ Mail advices from Cuba say that no serious trouble appears to be brewing for the new government, though Congress is wasting its time.

DOMESTIC.—President Taft walked to and attended divine service at the New York Avenue Presbyterian Church, in Washington. ═══ It was said at Washington that at the special session of Congress convening to-day an effort would be made by the leaders to have nothing except tariff legislation considered. ═══ Señor Espinosa, Nicaraguan Minister to the United States, received important advices from his government relative to the controversy between the United States and Nicaragua. ═══ The Metropolitan Line steamer H. F. Dimock, which went ashore on Nauset Beach, on Cape Cod, was floated; the steamer Massachusetts, aground in Vineyard Sound, was also hauled off. ═══ It was announced at Ithaca, N. Y., that the faculty of Cornell University had decided to establish a graduate school at the opening of the next academic year. ═══ More than a hundred persons were poisoned by meat eaten at a dinner at Vincennes, Ind., in celebration of a Masonic anniversary. ═══ The wife of Governor Willson of Kentucky was painfully injured in a runaway accident near Frankfort, Ky. ═══ By the will of General W. J. Palmer, who died on Saturday at Colorado Springs, Col., his estate, estimated at upward of $6,000,000, will go to his three daughters.

CITY.—Mrs. Charles W. Morse began to sell her jewels to help her convicted husband. ═══ An investigator said Italian emigration officials did not watch carefully where the country's criminals went. ═══ Sir James Grant, vice-regal physician in Canada, said the most important question in North America was the utilization of general sewage, following Japan's example. ═══ Milliners and manufacturers of feathers employed counsel to fight the bill introduced into the Legislature at Albany for the further protection of wild birds. ═══ The funeral of Mrs. Henry C. Potter was held in the Church of the Incarnation. ═══ A Sound fisherman, afraid of being marooned on an island when a gale blew his boat from its mooring, swam after it and was drowned. ═══ Ten deaf mutes were arraigned in court for playing poker and making unnecessary noise. ═══ The failure of the anthracite operators and miners to reach an agreement caused an unusual demand for anthracite from wholesale dealers. ═══ Bishop Greer presided at a meeting in Trinity Chapel in the interest of the child.

THE WEATHER.—Indications for to-day: Fair and colder. The temperature yesterday: Highest, 50 degrees; lowest, 38.

THE WATER SITUATION.

To those who have regarded the weather for weeks past as more rainy than usual it may seem strange to speak of a shortage of supply in the Croton water region. Yet, as a matter of fact, the total available supply is said to be considerably less than it was in last year's drouth, and it is predicted that unless the weather from now until midsummer is exceptionally wet there will be a worse shortage than for many years.

We should like to think this unwelcome report exaggerated or mistaken, but, unfortunately, it is too strongly supported by known circumstances to be lightly dismissed. It is well known that the water in some of the reservoirs is very low, so that complaints have been made by residents of the Croton region of the supposed menace to health of the exposure of vast expanses of lake bottom. Obviously the absence of snow during the last winter has deprived the Croton watershed of much of the stored moisture which is usually available in early spring, and for that loss a few rains at this time can scarely atone. There is no occasion for panic. We have no idea that there will be an actual water famine. But it is not improbable that there will be some scarcity of water which will be perceptible in impairment of convenience and comfort, if not of safety and health.

The obvious lesson is that the Catskill extension of the city's water supply system should be pressed to completion with all the speed compatible with the most thorough workmanship. Now that it is evident that New York is dependent upon that source for its future supply and for security from danger of a disastrous shortage, any unnecessary delay of that indispensable enterprise would be a menace and a discredit to the city. For a few years past, with an exceptionally heavy precipitation in the Croton region, some have affected to see no need of an enlarged supply. But the cycle of wet years is now probably past, and one of dry years is beginning, in which the need of a more abundant supply than the Croton Valley can possibly yield will be severely felt. The imperative order of the day is for economy and prevention of waste of the present supply, and for unflagging energy in securing the new supply from the Catskills.

TARIFF REVISION.

The special session of Congress begins to-day with the hope generally expressed that revision of the tariff may be accomplished without undue delay. And that is natural, for no one wants to see the uncertainty about the schedules unnecessarily prolonged. But this just desire should not be permitted to stand in the way of such a thorough and honest readjustment of the rates as President Taft in his various addresses has declared to be imperatively demanded by the party's pledge to the voters. In an effort to overcome the scruples of those members of the party who feel that public sentiment calls for a considerable reduction in many duties much is being said about the depressing effect on business of a tariff debate. As soon as Mr. Taft made it clear that, at least so far as he was concerned, a real tariff revision was intended, and public sentiment was seen to be crystallizing behind him, it began to be heard everywhere that the failure of business to revive was due to uncertainty regarding the tariff. Every one interested in maintaining the present duties took up that assertion, organs and agents echoed it, and now we dare say the average member of Congress hears little except that doubt is delaying business recovery.

The public which desires lower duties, if it does desire lower duties, is not being heard from, because, unfortunately, since the open hearings of the Ways and Means Committee ended and the secret sessions began public discussion of the subject has largely died away. Meanwhile all those who are desirous of having Congress make few changes in existing rates, and do the job swiftly, have filled Washington and industriously sought to build up the impression that it is a dangerous thing to touch the tariff at all. The influence of the uncertainty on business conditions has been greatly exaggerated. Recovery has not halted. It is going on—slowly, but not more slowly than is usual after such a convulsion as the country recently went through. Unquestionably tariff uncertainty is not without its effect, but other and graver uncertainties, normal in such conditions as these, are what are chiefly retarding progress. No doubt tariff revision should be got out of the way as soon as possible, and we hope it will be found that the committee, which has been exceedingly industrious and devoted for months, has framed a measure that will deserve and command unusually prompt approval. But fear of the effect of delay should not be permitted to prevent intelligent discussion of the schedules and such a real revision as will satisfy public opinion.

When the session is under way and the discussion has been taken up in the newspapers and by commercial bodies throughout the country, and when the members of Congress begin to hear from their constituents, then we shall know what public opinion really exists. That is not clear now, for the campaign revealed comparatively little. Just after Mr. Taft uttered his impatient query as to why the consumers were not being heard from at the Ways and Means Committee hearings there appeared to be some promise of the development of public opinion, but the disappearance of the whole topic in camera soon afterward left the situation inchoate. If the strong public desire for a lowering of the rates which is evident in certain sections of the country is general, there is no doubt that, given a reasonable amount of time, it will make its influence felt at the present session. But whatever the sentiment of the country, whether indifference or interest, there ought to be sufficient opportunity for it to appear and exert its due effect.

COMMERCE AND THE CANAL.

Discussions of the Panama Canal continue, chiefly concerning the plan of it, whether it shall be at high level or sea level, and chiefly from the engineering point of view. Of late, however, something has been heard, and it is probable that in the near future much more will be heard, from the commercial point of view, from individuals and corporations practically concerned with trade and transportation. It is fitting that this should be so, because the canal, while it will be the world's greatest engineering work, is not intended primarily to be a mere monument of technical achievement, but rather a highway of navigation. Its purposes are naval and commercial, and so far as it is possible it should be, and we doubt not will be, planned and built with a view to the most perfect fulfilment of those purposes. Concerning the plan of the canal, commercial opinion may or may not be more united than engineering opinion. But it is somewhat remarkable, though we shall not consider it disconcerting, to find at this late date even a single serious and disinterested opinion expressed against the desirability of constructing the canal at all, on the ground that it will be unprofitable as a commercial venture.

Such an opinion has recently been put forward, however, with much wealth of detailed argument, and though we cannot accept it as convincing, but, indeed, regard it as mistaken, it is at least worthy of notice. Writing in the magazine "Government," Mr. George L. Fox, of New Haven, makes some ingenious estimates of the probable outgo of the canal for construction and maintenance and of its income from shipping tolls, and concludes that the great enterprise is likely to prove "the monumental folly of the age." We must confess, however, that in reading his plausible discussion we are reminded of the Archimedean boast, "Give me a fulcrum for my lever and I will move the world!" Given the necessary data, one may prove anything. If the canal costs two generations the billion dollars and more with which Mr. Fox charges it, and has the insignificant tonnage and consequently small revenue with which he credits it, doubtless it will prove a losing enterprise. The logic of his reckoning is impregnable. But the accuracy of his premises is not evident, and has not been made evident. On the contrary, there are on the very face of the case good reasons for doubting and challenging it.

We doubt if engineers will approve, for example, his statement that scarcely one-fourth of the necessary excavation (for a high level canal) has yet been done, and seeing how steadily the cost of excavation has been reduced in these last four years, we must doubt if the cost of excavation will necessarily increase with the depth, at least to any considerable degree. There are competent engineers who insist that it should materially decrease. We cannot accept, either, the dictum, which he quotes as authoritative, that traffic through the canal will be confined to steam vessels. On the contrary, it seems far more reasonable to think that the sailing traffic which now circumnavigates the South American continent will seek the canal route just as eagerly as the steam traffic. Again, Mr. Fox tells us that "the question is not how much shorter to Pacific ports will the voyage of a steamer be through the canal as compared with round the Horn. The real question is what will be the saving in the cost of carrying freight from the Atlantic to the Pacific Ocean between two methods," the one being by the canal and the other by isthmian railroad. We cannot agree that this is altogether the question, unless it be demonstrated that isthmian railroads have abolished or will abolish all traffic around the Horn. They have not done so, though they have been trying to do it for many years, and there is no convincing indication that they are making any progress toward doing so. In spite of all the isthmian and transcontinental railroads, vast argosies still pass round the Horn and through the strait. And if their voyages will be much shorter, quicker, safer and cheaper by way of the canal, then through the canal we believe they will go. Granted that it "will take steam vessels from twelve to twenty-four hours to pass through the canal." How long would it take to transfer their cargoes to railroad cars, convey them across the isthmus and reload them on other steamers? And is it really true that "the former prejudice against breaking bulk between shipping point and point of destination, in the delivery of freight, is out of date"? That will, we think, be news to many shippers.

Mr. Fox may be quite right in saying that it is unsafe to argue success for the Panama Canal from a supposed analogy with Suez or Manchester. The obvious reply is, however, that it is equally unsafe to argue failure for it from either analogy or lack of analogy. Even if the Suez Canal did cost, as Mr. Fox says, two and a half times the original estimate, its financial success has been so vastly and overwhelmingly in excess of the most sanguine dreams of its most sanguine promoters that even a small fraction of such success on the isthmus would make the Panama Canal pay well. As a prophet of failure Mr. Fox is no doubt in illustrious company—with "The Quarterly Review," indignantly declaring that one might as well ride on a Congreve rocket as on a railroad train at twenty miles an hour; with Thiers, insisting that railroads could never be of value for carrying freight; with Lardner, mathematically demonstrating that no steamship could carry enough coal to feed its furnaces on a transatlantic voyage; and with a goodly company who maintained that the Erie Canal would be worth nothing save as a grave in which to bury its mad builder, and that the Suez Canal could never pay operating expenses. But it is a company whose prophecies themselves met with the failure which they falsely foretold for others.

A CRACK IN THE ROCKS.

So positive was the report that a cave as large as the famous one in Kentucky had been found in the Adirondacks that an immediate investigation was undertaken to verify or disprove it. The hole discovered by Captain Thomas proves to be a mere fissure, not a cave. It contains no bottomless pits, emits no sulphurous fumes and nowhere broadens out into anything like a cavern. One of the chambers in the Mammoth Cave series has a width of 130 feet, and the whole chain extends for a distance of several miles. The crevice concerning which Captain Thomas told such an astonishing tale has a length of about four hundred feet and a breadth of six or eight feet at the widest part. It apparently has no stalactites or stalagmites, and is too insignificant to add in any way to the interest of Adirondack scenery.

There was, of course, an inherent probability that no cave of considerable size existed in the Adirondacks. Such a natural feature is found only in regions where there are extensive deposits of limestone. Partly by dissolving the rock and partly by wearing it, underground streams remove sufficient quantities of this soft material to leave cavities of greater or less size. Professor Ralph S. Tarr, of Cornell University, says in his "Physical Geography of New York State" that the rocks of the Adirondacks are granites, gneisses and equally hard stuff. According to the same authority, no "sedimentary" rocks—the class to which limestone belongs—are found there except in the very outskirts of what the writer calls "the Adirondack province." A dispatch to The Tribune, printed yesterday, remarks that "the character of the rock formation observed to-day precludes the idea of any "cavern in these mountains."

THE FUTURE OF THE STEAM TURBINE.

Two things justify interest in any formal utterance of the Hon. C. A. Parsons, the English inventor. One is the fact that his is the first rotary steam engine which ever had any practical success. The other is the singularly judicial spirit in which the man speaks of his work. That characteristic was manifest in a recent lecture delivered at Watt's birthplace, Greenock, and fully reported by "Nature" in its issue of February 25, 1909. On the occasion referred to Mr. Parsons discussed the present limitations of his famous invention.

The steam turbine does its best work when it is running at a high rotative speed. With vessels whose propeller shafts revolve ninety times a minute its consumption of steam is notably economical. With a much smaller number of revolutions to the minute the advantage disappears. Now, as there are many vessels the owners of which, for good reasons, prefer to keep the rotation of the shafts below the rate at which the turbine shows its greatest efficiency, a curious compromise has been suggested. It has been proposed to divide the work of propulsion between two engines, one being of the old reciprocating type and the other a turbine. In accordance with this plan the former would take the steam first, expand it partly and then pass it along to the latter. Until the experiment has been made there is no certainty about the result, but Mr. Parsons himself expresses faith in the plan, and is apparently reconciled to its adoption until something better can be found. It would be followed, of course, only when and where the ships making use of it were intended to run at moderate speeds.

Several methods of retaining the high rotative velocity of the turbine without any of the disadvantages observed in some kinds of service have been suggested. One is to improve the form of the screw. Another is to employ gearing, so that the propeller may run more slowly than the engine. A third suggestion is to generate electricity with the turbine and operate the screw with an electric motor, thus making the speed of the one independent of that of the other. Mr. Parsons refrains from expressing an opinion concerning the relative merits of these and other possible solutions of the problem and from indulging in definite forecasts, but he notes the fact that the subject is receiving attention from experts. That the economy now attained with steamships of a certain class may eventually be made available for all does not, however, seem impossible. The turbine is still in its infancy.

PENSIONS IN IRELAND.

The British old age pension system, as we have already observed, is proving far more costly than was expected—so much so, indeed, as materially to add to the financial embarrassments of the government. That, however, is not strange. If the paradox be permissible, it really was to be expected that it would cost more than was expected. In nine cases out of ten such undertakings do considerably exceed the estimates. Another feature of the case which has excited some surprise and also some suspicion, though we can see no good ground for either feeling, is the vast preponderance of pensions in Ireland over those in other parts of the United Kingdom.

Down to January 31 last there were granted 613,962 pensions in the three kingdoms. Of these 370,657 were in England and Wales, 66,123 in Scotland and no fewer than 177,182 in Ireland. Now, at the last census, in 1901, the population of England and Wales was 32,527,843, of Scotland 4,472,103 and of Ireland 4,458,775. Ireland, therefore, with a smaller population than Scotland, has nearly three times as many pensions, and, with a population less than one-seventh that of England and Wales, nearly one-half as many pensions. In other words, England and Wales have one pensioner—that is, a pauper or dependent over seventy years of age—in every 87 of the population, Scotland one in 67 and Ireland one in 25. The contrast certainly is striking, but it is probably easily to be explained.

In the first place, in both Ireland and Scotland it is far more difficult to determine ages than in England, at least of persons in the neighborhood of seventy years, for seventy years ago there was no compulsory registration of births in those countries, while there was in England. It is not improbable, therefore, that pensions have there been granted to many who have not yet reached the required age; in some cases possibly through deliberate deceit, but more generally through the pensioners' actual ignorance of their own ages. In the next place, there has been more emigration from Ireland than from the others, and it has been largely of the young and middle aged, leaving the old at home and thus giving that country a larger proportion of aged inhabitants than its neighbors have.

But the chief reason for the great number of Irish pensions doubtless is the unhappy economical condition of that country. Wages are lower there than in England or Scotland, the possibility of saving is far less, the people on the average are much poorer, and so the number of those of seventy years and more whose incomes are such as to shut them out from the pensionable class is much smaller. It is seldom, indeed, that a man can be found, save, of course, among the professional and mercantile classes in the large cities, who is seventy years old and who has a sufficient income to make him ineligible to the pension list. That is a striking indication of the state of affairs in the "most distressful country," but there is reason to fear that it is not exaggerated, and that thus the actual need of pensions is more than two and a half times as great in Ireland as in Scotland, and nearly three and a half times as great as in England and Wales.

MONEY AND BUSINESS.

Stock market fluctuations continue within narrow limits, with little advantage reported for either side of the speculative account. Trading is made up almost entirely of the operations of the professional element, except in the bond department, in which there is a fair demand for high grade railway mortgage issues and a semi-investment inquiry for securities of less merit. No wide movement in values is looked for until positive changes develop in outside conditions, though the impression prevails in many circles that before that time prices for the greater number of stocks and bonds will seek a somewhat lower level, especially as the current range is only a trifle under the best recorded in the last twelve months of generally rising markets. Wall Street feels confident regarding the future, but apparently it is unwilling to make an aggressive bull demonstration from a level that discounts any improvement that may take place in the industrial world in the course of the next few months. The leading railway issues closed the week at an average of 116.65, against 116.90 in the week before, and the chief industrials at 82.27, a loss of .23.

Financial conditions are eminently sound in all parts of the country, and rates for money are ruling at a level that brings only small profits to lenders. Notwithstanding the fact that upward of $6,000,000 gold was taken for export to Argentina and London in the last week the local price for funds was easier in tone, owing to the falling off in Stock Exchange requirements and the absence of an active mercantile demand; but in well informed quarters of the banking community the opinion prevailed that at no distant time a firmer market would be reported. Whatever gain may accrue to the government through the adoption of measures to increase the federal income will not be felt for months to come, and as a consequence of the growing national deficit and the relatively small cash balance held in the Treasury further financing of the government's needs through the money market may prove necessary. Such an operation in connection with additional shipments of gold to foreign countries, the emission of new securities and possibly a better commercial demand for accommodation would tend to bring about higher rates for loans. There was a material falling off last week in the receipts of currency at this centre from the interior, which may have foreshadowed a more active out-of-town inquiry for money in the spring months than has recently been expected. Strength in the sterling exchange market, which has made possible exports of gold coin to London, is explained by the increased demand for remittance due to heavier imports of merchandise and the extensive reduction in our export trade, which in the first two months of the year reflects a decline in shipments of domestic products to the value of more than $70,000,000.

General trade conditions show little change from those recently reported, but the volume of business throughout the country demonstrates a noteworthy improvement as compared with this period a year ago, particularly in the West, where industries are more active than they are in the East. Bank clearings for all cities are growing and railroad earnings are well in advance of the results reported in 1908, though far under the records of the prosperous times in 1906. Tariff considerations and the demoralization in the steel business are restraining influences on the country's trade, but neither factor is weakening fundamentals, which are intrinsically strong and auspicious of great industrial expansion when current uncertainties have been eliminated. In the last week a fair volume of business was recorded in the dry-goods market, jobbing houses moving a moderate amount of merchandise for immediate or nearby delivery. Buyers exhibited great conservatism in operating for the future, and while fall lines received some attention, only a relatively small business was transacted. An inactive primary cotton goods market is reported. Dulness in the cotton goods trade is reflected in a light speculation in cotton futures, but there is some quiet buying by interests that believe the market will eventually sell at a higher level. Spot cotton is lower. Since the beginning of the present cotton season sight receipts of cotton have been 11,613,777 bales, a gain of 2,044,803 bales over the same time in the preceding year.

Manufacturing plants are operating on a basis under the normal, and immediate marked improvement is not looked for, though it is believed that the readjustment under way in the steel trade and in other lines will soon attract an increased demand from consumers, especially after the character of tariff changes has become known. So far the decline in steel and copper prices has failed to stimulate the metal industries. Sentiment, however, is better, particularly in structural lines, in which a moderate amount of new business has been placed, with more expected. The iron market is quiet, and recently announced new prices are being firmly maintained, though in the South and East pig iron quotations are weak, while lower figures are expected. Sales of copper show a slight gain, and according to trade authorities the addition to surplus stocks in the present month will run far under that reported in February and January. Fear on the part of some people that there will be a hard coal strike has caused a heavier buying movement of anthracite, but bituminous continues dull, with production at the lowest point in many weeks.

Grain prices declined early in the week, but final quotations showed unimportant net changes, notwithstanding the large supplies in farmers' hands and the light foreign demand in this market. Prices are too high to attract European buyers, but strong speculative interests are able to maintain quotations in the face of many bearish factors. Flour is quiet, and though spring wheat mills have recently shaded prices millers believe a higher level will develop. Buyers are marking time. Reports from winter wheat fields are more favorable. Uncertainty regarding the tariff is responsible for extreme dulness in the hide and leather market, tanners refusing to buy at prevailing prices, in the hope of lower quotations for the raw material as a result of changes in import duties. The lumber trade is dull at unchanged prices, but in building lines improvement is reported as compared with this time in 1908. Failures in the United States last week showed a substantial reduction in the number and amount of liabilities as compared with the corresponding period a year ago.

The weather bureau is still explaining that it is not infallible. But we thought that had been clearly established.

A wireless telegram sent by Dr. van Dyke from Paris to his friends in Princeton was repeated eleven times before reaching its destination. Its course was a little circuitous, and the average length of the intervals it spanned was about 350 miles. This fact alone, perhaps, is not remarkable, but the accuracy of the repetitions is at least noteworthy.

The Adirondack cave is not the only thing that has proved disappointingly small. There's the proposed Interborough subway, for instance.

That railroad trains have the right of way on their own tracks against automobiles is the judgment of a federal court, and it is commendable to common sense.

The "Novoe Vremya," of St. Petersburg, has not always been friendly or just to the United States, but at times has seemed to go out of its way to be hostile to this country. Yet Americans can afford to overlook his faults in congratulating the editor of that journal upon the fiftieth anniversary of the beginning of his literary career, and upon his record of achievements, which surpasses those of which most men can boast. He has won and has long held for himself and his journal a place of distinction and power and has made a mark upon the current annals of the world which time will not efface.

Colonel Gruber, who as toastmaster at the Thirteen Club dinner nominated Controller Metz for Mayor, was determined to prove his contempt of misfortune in more ways than one.

The name of Jefferson Davis is to be restored to Cabin John Bridge, and the name of Benedict Arnold is to be removed from the Mount Pleasant mansion, in Philadelphia. On the whole, there will be a gain in the exchange.

THE TALK OF THE DAY.

The expulsion of "Cy" Seymour from the New York National League team was the subject of discussion at an uptown club, when one man, taking the part of the deposed "Giant," said that Seymour's hasty action should have been overlooked because he was a "hot-blooded Southerner." "Southerner," said another man, "if you measure from Labrador, for he was born at Albany, where his father had a carpenter shop in Bleecker street." The man who gave this information, himself an Albanian, was under the impression that "Cy's" father, "The" Seymour, was a member of an Albany baseball nine "away back in the 60's," when Albany was a baseball centre and such teams as the "Knickerbockers," "Red Stockings" and "Haymakers" occupied high places in the fraternity.

"I licked the stuffin' out o' Dick Smith this mornin'."

"You bad boy! Aren't you sorry for it?"

"Yessum—awful sorry. I jest found out that he's goin' ter have a birthday party to-morrow.—Cleveland Leader.

Agitation regarding the pay of French military officers has had some effect, for the Minister of War has asked for an extraordinary credit of $400,000 to supplement the pay of the officers, which has not been increased since 1870. In that time nearly every grade of state official has had his stipend raised, but the sub-lieutenant has had to make both ends meet as best he could with six francs a day and the lieutenant with eight.

"'Widow' and 'window' are very much alike."

"Well, and what's the answer?"

"When I get near either I always look out."—Boston Transcript.

An American just returned from a European tour brings this story from Berlin. Two Americans were walking in the Friedrichstrasse, when one, in the course of conversation, said, in a rather loud tone of voice, "The Emperor is a fool." The words had hardly been spoken when a man who had overheard the remark stepped up to the couple and said: "You are under arrest—you slandered the Emperor." "Not at all," said the American; "I was speaking of the Emperor of China." "That is not true," said the patriotic German; "you can't fool me—there's only one fool emperor." And the Americans had to make further explanations to the authorities.

Gyer—There goes the great living detective.

Myer—Indeed! What made him famous?

Gyer—He once discovered the plot of a comic opera.—Chicago News.

Representative Burnett has introduced in the Massachusetts Legislature a bill that, if it becomes a law, ought to go a long way toward curbing the indiscriminate sale and use of firearms. The measure prohibits the sale of firearms to juniors, compels all dealers to take out licenses, forces all purchasers to show a license from local police authorities, and to register with dealers facts as to name, business and intended use of the weapon. The only opposition to the bill comes from makers and dealers in firearms. Police authorities of twenty-four of the thirty-three cities in Massachusetts heartily support the proposed law.

"What makes you say that your late uncle was eccentric?"

"Didn't he cut me off in his will?"—Detroit Free Press.

TARIFF REVISION.

COFFEE.

From The Boston Post.

No bill which lays a tax upon the breakfast table will pass this or any other Congress in the present temper of the American people. Such a proposition will doom to failure any tariff bill.

"PASS THE TARIFF FIRST."

From The Philadelphia Press.

Pass the tariff first! All is ready. The Senate will debate with the House. In two months the work can be done. Business will expand. Prosperity will come in like a flood. Any Congressman, however good his motive, who delays action on the tariff will hear from his country, his state and his district.

Pass the tariff first!

IN THE HANDS OF ITS FRIENDS.

From The Cleveland Leader.

As in iron and steel, so in other great business interests, the country is assured of careful, moderate and safe tariff revision. There will be no rash or destructive action. No legitimate American industry will be dealt with harshly or in a spirit of antagonism. As this paper has often assured its readers, the tariff is in the hands of its friends.

THE DUTY OF THE HOUR.

From The Syracuse Post-Standard.

Tariff revision is the duty of the hour. It won't be an easy job at best. It will hang over the business of the country long enough, no matter what efforts are made to dispatch it. To get the tariff revised with whatever sense and statesmanship can be brought to bear on the problem and to get it done without one moment's unnecessary loss of time, is so far the most important legislative project of the present time that all other legislative projects may be said to be nowhere by comparison.

QUICK WORK NECESSARY.

From The St. Louis Globe-Democrat.

Possibly Mr. Taft's desire to have the new law on the statute book by June 1 may be gratified, after all. Senator Aldrich is apparently just as anxious as Mr. Cannon to push the measure to early enactment, so that business will get a chance to adjust itself to the new schedules quickly. This will benefit the Republican party as well as aid the country. Business cannot get an effective start until the tariff uncertainty is removed. It is important that the Republicans make a good showing in the state elections which take place in November of this year.

EXEMPTION OF PERSONAL EFFECTS.

From The Philadelphia Record (Ind.).

In connection with the revision of the tariff a movement is on foot to increase to $500 the amount of personal effects that the American tourist in Europe may bring home free of duty. If the tariff is to undergo a substantial reduction in woollen and silk wearing apparel much could be said in favor of the proposition. But of this there is, from present indications, small probability. The exemption, then, of $500 in personal effects would aggravate the existing abuse of genteel smuggling. In present conditions or probable conditions the free entry of that amount of baggage would pay the expense of a brief voyage to Europe. There is no doubt that it would greatly stimulate ocean travel, but it would be at the expense of the people who stay at home. Under a general reform of the tariff this objection would disappear.

PROFIT SHARING

A Series of Promising Experiments—Business Principles.

London, March 3.

Profit sharing is commanding public attention as the most practical method of counteracting socialism and trade unionism. It has been satisfactorily tested in the business of the South Metropolitan Gas Company. Strikes have ceased; a staff of permanent workers has been recruited; workmen are contented, thrifty and efficient; and dividends have not declined although profits are shared with wage earners. This policy was initiated by the late Sir George Livesey, who distributed bonuses among the stokers and other workmen on the payroll until more than five thousand of them were converted into shareholders, with $1,750,000 invested in the business and with representatives of their own on the board of management. Mr. T. C. Taylor proved that the same principles could be applied to woollen manufacturing. He began by giving paid up pound shares to his workmen at Batley, two for earnings above a pound a week and one for earnings below that level, and he ended by allotting bonuses in proportion to wages received. These industrial undertakings were thrown open to the workers, who became profit sharers, with an influential voice in the direction and with a direct interest in the maintenance of friendly relations with their employers. The trade unions lost their grip upon the workmen; the standards of efficiency were raised, and the effect of property rights was the development of conservatism among the wage earners. As soon as they were small capitalists with an interest in the business they were better workmen and increased the profits.

The movement has recently received a fresh impulse from the conversion of several successful manufacturers to profit sharing. Sir Christopher Furness, after a series of battles with trade unionists at Hartlepool, has made peace with them by admitting his workmen to a share in the profits. They are paying for their property rights themselves by agreeing to a reduction of 5 per cent in their wages. When the face value of their shares is covered by these successive reductions they will have stock on which 4 per cent interest is guaranteed, and which can be sold to fellow workmen when they leave the employ of the shipbuilding company. The shares are not bonuses bestowed for efficiency and faithful service, but are earned on easy terms. When the fixed rate of interest is paid a dividend is declared after the requirements of the depreciation and reserve funds have been met and a special allowance has been made for the service of capital. As the dividends will be wiped out by strikes, suspension of orders and inefficient labor, there is a strong inducement for keeping faith with employers and in making the business as profitable as possible. The experiment is not essentially different from that tried at the Elswick works and other large manufacturing concerns; but the arrangements for applying the principle to a large working force and establishing a federation of enlightened self-interest and good will between masters and men are carried out more systematically.

Mr. Lever, at Port Sunlight, is following Sir George Livesey's lines more closely than Sir Christopher Furness. He does not ask his 2,200 workmen to pay for their shares. He offers to bestow partnership certificates at his own discretion among workers of either sex who have been in his employ for at least five years. These will represent a holding of $2,500,000, which will rank with the ordinary shares. A profit of 5 per cent is reserved for the owner of the original capital, but a similar amount will be paid to the certificate holders if there be an adequate margin for a dividend of 10 per cent. Mr. Lever does not wish to be accounted a philanthropist for giving away these certificates, but rather as a sound business man. He is confident that his men, when admitted to the privilege of profit sharing, will co-operate in earning 5 per cent for him and as much for themselves. The great mercantile syndicate in London known as Harrod's is undertaking an analogous scheme for the benefit of its working force, so that every faithful member of the staff can have a personal interest in the success of the business and the certainty of a pension when invalidated for continued service.

These experiments in profit sharing represent various interests: the manufacture of gas, the woollen industry, shipbuilding, the production of soap and the sale of merchandise on a large scale. These industries are not equally affected by trade unionism, but their prosperity depends in large measure upon the maintenance of a well organized, efficient and contented working force. The proprietors and chief stockholders have been convinced that profit sharing is a sound principle in business, since it releases the management from apprehension of strikes and labor controversies within the works and raises the standard of efficiency in every department. They consider it a safe commercial undertaking, since it diminishes business risks and increases the value of every working unit. Ten per cent on the capital invested was formerly regarded as a remunerative return for a year's operations. Five per cent is what shareholders are now receiving when there are no labor disturbances and business is good. The advocates of profit sharing are now asserting that the surest way of getting 5 per cent for the shareholders is to admit the workmen to partnership in the business and to divide 10 per cent with them, after making adequate provision for the impairment of plant and fixtures. Certainly, it is the most effective method of preventing labor revolt and the stoppage of work and of imparting security to the business; and there is prima facie evidence that when contentment pervades the establishment and every one is working at his best there is less waste of time and material and a wider margin of profit for the enterprise.

Profit sharing is indeed a more practical policy than either co-operation or copartnership, which were carried into practice when Maurice advocated Christian Socialism and Kingsley wrote "Alton Locke." Modern industrial undertakings require unity of direction and masses of capital, and absolute copartnership between masters and men cannot be worked out on equitable principles. Profit sharing can be arranged more easily, since the deterioration of plant and renewal of machinery can be provided for and a moderate return for the use of capital be allowed, before the workmen's dividends are paid. It is a more serviceable plan for large communities of workers, whether in South London, Port Sunlight or Batley, than the enterprise of the flannel weavers of Rochdale, who evolved co-operation from the crude theories of Robert Owen or the socialistic fiction of Charles Kingsley. It converts the workman into a small capitalist, detaches him from trade unionism, dampens his ardor for labor politics and socialism and tends to make him conservative and law abiding. Gil Blas's house, where stewards, servants and tradespeople were in league against their master, is not the model for industrial enterprise. The house will not be divided against itself if profit sharing be the rule and everybody in it is working for the welfare of master and men.

I. N. F.

COLDEST COUNTRY IN THE WORLD.

Siberia has the oldest weather [illegible] known anywhere in the world. At Verkhoyansk, Siberia, 90.4 degrees below zero was observed in January, 1885, which goes below anything ever known in the world before or ever since. At that point the average temperature for January is nearly 64 degrees below zero. This town is 330 feet above the level of the sea, and during the entire winter the weather is calm and clear.—London Globe.