The Sun.

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If our friends who favor us with manuscripts for publication wish to have rejected articles returned, they must in all cases send stamps for that purpose.

The Battle of the Turrets.

The historical superiority of the American Navy in its international trials has come from the fact that its guns have been able to shoot further and the men behind able to lay them truer than their rivals in kind. This of itself is a weighty argument for putting 8-inch guns again upon our battleships, a calibre recently abandoned in conformity with the foreign practice of having only twelves and sixes.

The 8-inch guns, all experts agree, should be in turrets. Of these there are two sorts, the superposed and the independent. Haste and prejudice and likewise timidity must not select the type. The conservatism that would reject the new style because it is untried in war, no matter how satisfactory it may seem by the most trying tests possible in peace, is the kind that, if it could have had its way, would never have built a metal battleship.

Before the armament of the Pennsylvania class of battleship is decided upon, let the friends and foes of the superposed turret face each other and go over the case again.

Suppose it is desired to have four 8-inch guns, placed in two turrets; where shall they be? If the opponents of the superposed turret prevail, the turrets will be placed amidships giving one to each broadside. They will be built out on sponsons so as to give them better sight for firing ahead or aft, or the sides of the ship will be made to tumble home, like those of the Brooklyn.

Now suppose these four 8-inch guns are to be increased to eight and the turrets to four; where shall the added two be placed? Shall those already aboard be moved to the fore corners of the square fortress of the ship's upper works, and the other two placed in the two corners aft, or shall they be left where they are and the others be mounted on the turrets of the great guns?

The longer this question is considered it seems to us that impartial judgment must incline in favor of the superposed turrets. The objections to them as they are in the Kearsarge are materially lessened by the addition of two turrets that work independently. Yet the independent turrets would diminish the advantages of the superposed turrets not a jot.

In nine cases out of ten the Pennsylvania, armed in the manner THE SUN favors, in bombardment or battle, will be a more effective ship than if armed on the plan of the Iowa. In the tenth case—we mean when the Pennsylvania might find herself with an enemy on either hand—she would, with her extra 6-inch gun, which the greater lightness of her turrets would allow, for each of them, be almost as good and perhaps a little better.

Mr. Faris's Important Business.

Tuesday's *Congressional Record* contains at the foot of the first column of page 4,997 this modest item of personal news:

"LEAVE OF ABSENCE.

"By unanimous consent leave of absence was granted as follows:

"To Mr. FARIS, indefinitely, on account of important business."

Apparently there could be nothing more commonplace and devoid of general public interest than the routine announcement in the *Record* that an almost unknown Congressman named FARIS has taken the customary course to safeguard his pay during an intended absence from duty, for an indefinite period, at the busiest time of the session.

But the late Mr. SHERLOCK HOLMES would have lit his pipe, remarking, "Let us see!" And Mrs. ANNA KATHERINE GREEN ROHLFS would dip her pen into the blackest of ink and proceed to write another chapter.

At the season of conventions in the districts and struggles for renomination, the announcement of leave to be absent indefinitely on important business will suggest to the minds of most Members of the House the biennial journey homeward to look after the fences. That is about as important business as a Congressman can have, away from Washington. Let us follow the clue.

We find in the "Congressional Directory" that the Hon. GEORGE W. FARIS represents the Fifth district of Indiana. Now, it happens that the Republican Congress Convention in that district is called for May 15, two weeks from next Tuesday. Delegates have been chosen already in Vigo, Vermilion, Putnam, and other counties comprised in the district; and there are several candidates in the field, with some bitterness of strife indicated, for the Republican organization in the Fifth is faction-rent. So we may infer that Mr. FARIS has concluded to go home to attend to his political interests?

Not so hastily. Our theory encounters at this point an adverse circumstance: FARIS is not a candidate for renomination. He pulled through at the last election by the insignificant plurality of 252. He has not strengthened himself with his constituents since then. There is no lamppost in Terre Haute which did not stand as good a chance as he did last winter of being sent to the Fifty-seventh House, and he was then perfectly aware of the fact. He took himself out of the field in February last several months after he had held a certain interview with a newcomer in the Fifth district, a Mr. JAMES S. BARCUS, formerly of New York. At that interview BARCUS, as he informs the voters in one of his circulars, expressed his intention to aid in the renomination and reëlection of FARIS. In February FARIS retired in BARCUS's favor. In March BARCUS formally announced to the Republicans of the Fifth district that he had "a strong liking for the sort of political work and political duty which properly come within the province of a Representative in Congress. I have paid attention," he somewhat imprudently adds, "to the kind of literature which should cultivate a desire along this line."

We should say BARCUS had! He clearly refers to the "Messages and Papers of the Presidents." He has paid considerable attention to that great public document; and it has paid him, too, for he has found in it both an inspiration and a thesaurus.

Meanwhile BARCUS has gone ahead, with the same candor and openness of procedure which once surprised and delighted the Twenty-first Assembly district in this town, to persuade delegates that he is born for statesmanship, and possesses a soul far above the vulgar "Science of Selling." FARIS he convinced of that long ago; some time last winter.

It has been asserted in Terre Haute that BARCUS has meanwhile acquired from FARIS, in a business way and for a satisfactory consideration, the good will of a local Republican newspaper which the Congressman partly owned.

Now, if the Hon. GEORGE W. FARIS's important business is to assist Mr. JAMES S. BARCUS to a seat alongside of the Hon. JAMES D. RICHARDSON's in the House of Representatives, and perhaps to a place on the Committee on Printing, lately illumined by RICHARDSON's genius and historical enthusiasm, ought the Republican party to wish him Godspeed?

The Democracy's heart goes West with FARIS. The possibility of BARCUS's nomination is not regarded by Democrats with dismay. The combined Democratic and Populist vote in 1898 fell only 57 votes behind the Republican total. Surely, there must be in Vigo and Vermilion alone at least 57 Republican victims of the "Committee on Distribution."

Must Men Take Out a "License to Work"?

The bloody record made in Chicago in the last few days, when nearly two dozen men have been the victims of assault varying in results from injury to death, was intended to have a special meaning.

The reason for these outrages was that a certain number of men, joined together in a labor union, propose to regulate the labor of all other men. They virtually constitute themselves a bureau from which every laborer must obtain a "license to work," paying money for it, or, in case he asserts his independence, lose his place or his life. And what is being done at Chicago has recently been tried at the Croton Dam in New York, and is being tried in other places.

The State demands a license to work from no one, except in cases where the occupation may cause danger to others. The State is bound to see that no band of conspirators is permitted to force other men to take out licenses.

In this country men are equal.

Two Conflicting Views of Missionary Effort.

The Liberal Congress of Religion opened its sessions at Boston on Tuesday evening with a sermon by the Rev. Dr. HEBER NEWTON of the Episcopal Church, in which he gave utterance to the spirit of the movement. It is that while "religions are many, religion is one;" "essential Christianity is essential Judaism, essential Hindooism." Accordingly, the preacher called on "one and all who have outgrown the petty provincialism of piety and entered on the cosmopolitanism which is native to the heart of man, the catholicity of the soul, to leave behind the polemics of religious partisanship and aspire to the one spiritual religion of humanity, the life of the Cross."

In this, of course, there is implied a destructive criticism of the missionary purposes and methods approved by the Missionary Conference now in session in New York. That Conference proceeds on the theory that, by the command of CHRIST, institutional Christianity, as a distinct religious system, must be substituted for all other religions, in order that salvation may come to men. Many of the addresses at this Conference have even gone so far as to include the Roman Catholic Church among the religious influences which must be overcome by missionary enterprise, although it is the greatest church in Christendom. The conversion of Jews is also treated as obligatory, and Buddhism is described as an abominable superstition which must be overthrown by Christianity if men now adhering to it are to be saved from destruction.

Dr. HEBER NEWTON, on the contrary, pleaded for the "toleration of all religions and worships, Christian, Jewish and ethnic of every variety," for "sympathy between all religions—for the reciprocal recognition of vital truths in each other's religion," "not only the common Christianity below our denominational differences, but also the common religion below our religions, establishing thus the unity of the spirit in the bond of peace." "No spiritual symphony is possible," he said, "when each religion insists on naming the one only score of the Divine Master and rendering it as an aria."

That is, the Boston Congress of Religion protests against the proselyting spirit of the New York Conference as narrow and provincial. Instead of desiring the obliteration of all religions except Christianity, it has a respectful admiration for all, Christianity included, as affording glorious evidences of the yearning of mankind for the common spiritual religion of which each is simply an expression. So inspired, Christian missionaries, if they went out at all, would go to discover the underlying spiritual harmony between religions and to increase it rather than to assume that they had the only true and perfect religion to propagate.

That is a view Dr. HEBER NEWTON can well take, for in an article in the last number of the *Mind* magazine he dismisses the Church and the Bible as authorities disagreeing widely with reason, and contends that "reason only is the ultimate Court of Appeal in religion." He also argues that "the authority of JESUS was not the authority of a Being sent down from the skies," but "the authority of humanity itself, finding a voice in the individual man who brought the spiritual conscience to the full and so became himself a revelation of the indwelling Logos, or Reason, of GOD." Now, does this view differ essentially from that of the Methodist Bishop THOBURN and all the school which thinks with him that "perhaps too much time has been devoted to the Bible"? The relegation of JESUS to a place among merely human teachers is not confined to Dr. NEWTON, since other nominally orthodox ministers and theologians are now joining with the Unitarians in thus treating Him.

Of course, if such a view should prevail, Christian missionary enterprise for proselyting peoples of other religions, after the fashion now celebrated by the Missionary Conference, would cease forthwith. The whole motive of these missions proceeds from the conviction that only through Christianity is eternal salvation possible for men and that all peoples believing in other religions are "benighted" and deprived of "the lamp of life." So far from admitting, with Dr. NEWTON and the Boston Liberal Congress of Religion, that "essential Christianity is essential Judaism, essential Hindooism," this Conference holds that they are in essential opposition, and that there is only one religion by which men can be saved—the religion of CHRIST; and moreover, the only Christianity regarded and proclaimed by the New York Conference as genuine is Protestant Christianity. Not reason but the Bible is made supreme, as the Rev. Dr. PIERSON explained in answer to Bishop THOBURN, amid the applause of the audience assembled.

These are two radically conflicting views, and knowledge that there is such conflict in Christendom, already acquired by many of the people of other religions, will spread rapidly among them. They will learn that the Boston Congress of Religion, so far from undertaking to convert to Christianity representatives of the religions of India, for instance, welcomed them as brethren of "the one spiritual religion of humanity," differing in the manner of its expression, but the same essentially. They will find that even in the Missionary Conference in New York the supreme authority of the Bible was inferentially questioned, as they question it, even by a Methodist missionary Bishop to India, and that at Boston a minister of another orthodox Christian Church commended to them the teachings of JESUS only as they satisfy their reason as human rather than Divine utterances.

What, then, will be the outlook for the missionaries of the old school of Christianity when they get back to their mission fields?

The Hepburn Bill and the Treaty.

The minority report on the Hepburn Canal bill is signed only by the Hon. DORSEY W. SHACKLEFORD of Missouri, a Democrat. Mr. SHACKLEFORD does not dissent from the main propositions of the bill, namely, to acquire by negotiation with Costa Rica and Nicaragua the necessary territory and rights and then to go ahead and construct the canal as an American canal at an expense not to exceed $140,000,000. But he desires to preserve all of the phraseology of the bill in its earlier form as to fortification and defence, and he would have the act take effect only in case the Hay-Pauncefote treaty is rejected by the Senate, or ratified in such shape as to limit in no manner "the right of the Government of the United States to absolutely own and control said canal."

Mr. SHACKLEFORD says in his report:

"The Clayton-Bulwer treaty, as is so clearly shown by Mr. HEPBURN, long ago ceased to have any binding force, by reason of the conduct of Great Britain. That being true, we should strictly adhere to the Monroe Doctrine and stand by our traditional policy that Europe will not be permitted to intermeddle with cis-Atlantic affairs. It is to the Monroe Doctrine that we, as a Republic, must look for safety. We should never, under any circumstances, even tacitly admit that Europe has the right to so much as interrogate us on American questions, much less to limit our action."

The same principle was laid down by Mr. BLAINE when he said:

"If it be asked why the United States objects to the assent of European Governments to the terms of neutrality for the operation of the canal, my answer is that the right to assent implies the right to dissent, and thus the whole question would be thrown open for contention as an international issue. It is the fixed purpose of the United States to confine it solely and strictly as an American question, to be dealt with and decided by the American Government."

Mr. SHACKLEFORD and every other Republican and Democratic Congressman who takes that ground takes solid ground.

The question for them to consider is whether the Hepburn bill, in the form recommended by the majority of the Committee on Interstate and Foreign Commerce, does not stand on that same ground, but without superfluous and, under the circumstances, possibly offensive declarations.

A Literary Brother.

The *Independent* prints an article called "The Literary Aspirant" by "One of the Brotherhood." This literary brother tells this tale, of some personal interest to us:

"Let us suppose that the first professional visit of a literary aspirant is to THE NEW YORK SUN office. A bright youth receives the manuscript and says, without emotion, that 'it will be handed to our reader, who will report upon its acceptance in a few days, perhaps to-morrow, and if you can return, you can then have an answer.' The literary aspirant, whose ideas of newspaper methods are apt to be somewhat rudimentary, of course returns the next day. It may be so that the eye can follow the boy to the reader's desk, upon which many manuscripts are littered. The one left the day before has possibly lingered unread. The boy says a few words to the reader. A search follows. The precious manuscript is found. The reader seizes it, withdraws it from its envelope, hurriedly glances at page one, noting name of unknown author, turns quickly to the middle of the story, skims half a page, and as a finality looks at the last sheet before mechanically handing it back as unavailable. The ordeal is soon over, and the literary aspirant journeys down the winding stairs to the open, feeling that somehow, the expected and possibly deserved consideration of the submitted manuscript has not been given."

Probably it is true that youths in this office are not moved to the innermost depths of their being when a visitor hands them a manuscript. One gets accustomed to treasures in time and learns to handle a manuscript or even a proof-sheet without any sensation of faintness or exaltation. Besides, the office boy has no means of knowing whether he is carrying gold or a brick.

The literary brother seems to wish to give the impression that manuscripts sent here are cursorily and hastily examined. Such is not the case. They are read patiently and laboriously. To be sure, manuscripts sometimes come that are so patently and hopelessly bad that a glance or two at them is sufficient. Such must have been the precious manuscript the swift fate of which the literary brother deplores. He is in error in imagining that the author's name or the fact that the author is unknown makes any difference in the minds of the men who read the manuscript. "Is it good? Is it suitable?" Those are the questions to be answered. In many cases the question also, "Is it timely?" The author's name might just as well be an Egyptian hieroglyph so far as its effects upon the reader are concerned. He is not there to pick out names. A daily newspaper is a democratic institution. As a rule, an equal veil of anonymity covers all its writers. They are judged on their merits.

The great trouble with literary aspirants who write or wish to write for daily newspapers is, first, that the majority of them don't know how to write; secondly, those who do too often neglect to read the newspapers to which they send their contribution. Every journal has a definite policy, opinions, usages, which differentiate it from its fellows. But the beginner is pretty sure to scatter his first fruits at haphazard. We sometimes get learned articles with Hebrew and Arabic quotations as if we were the organ of the American Orientalists; literary essays in the veritable and matchless Harrythurstonpeckian manner; old-fashioned quarterly review solidities, pieces about nothing in particular and everything in general. All the newspapers and magazines get quantities of matter which they cannot use which might be available in some newspaper or magazine if the right one were selected.

But let literary aspirants remember this: Although thousands and hundreds of thousands of persons are writing, mighty few of them can write well. There is always room and a comfortable living for the man or woman who has the wit to find and the art to write what the newspapers want. What that is it usually takes some experiment and practice to discover; and most who seek it never do find it. In part it may be described as whatever within the limits of the becoming is likely to interest reasonable persons. We are speaking now of the readers of THE SUN. The subjects open are as wide as the world. It remains to treat them clearly, intelligently; if possible, brilliantly. Literary brothers and sisters who can do that will have no reason to complain, even if the office boy keeps his Olympian calm when they come into his presence.

By the way, THE SUN stairs are not "winding." They are straight. The literary brother must have been too much perturbed to make a good geographical report.

An Interesting Failure.

Lovers of art cannot have failed to notice that there is a considerable lack of lifelike appearance in the average wooden decoy duck. It has a certain stiffness of pose that is not a faithful or artistic reproduction of the model or of the ideal. Any tyro in the use of colors can paint grapes that don't have to be labelled, but it took a master to reproduce on canvas fruit that the birds would peck at.

Realizing the shortcomings of the ordinary cedar decoy duck, a Delaware sportsman, Dr. GEORGE E. MESSICK, has captured a number of wild ducks and trained them to serve as decoys. Obedient to the instructions of their master, says the *Morning News* of Wilmington, they float gracefully on waters frequented by their kind as if seeking for food, and the most wary scout of a feathered flock in cloudland would not suspect that they were in the employ of the enemy and were not just what they seemed to be. With their help the originator of this plan hoped to bag many ducks before the northward flight ends.

But the hopes of this Delaware sportsman seem doomed to disappointment. He has been preceded in his experiment by a duck hunter in the far Northwest. According to the *Morning Oregonian*, a sportsman of Portland procured some Chesapeake duck eggs and hatched a brood that closely resembled the wild mallard. He trained them to act as decoys, and for a while they served his purpose admirably; but he was compelled later to report to his interested fellow sportsmen that his live decoys became "leaded" and the scheme was a failure. At first his friends were disposed to revile him for missing the wild ducks and lodging charges of shot in the bodies of his trained decoys, but that supposition was banished by a further explanation.

It seems that the Oregon waters in which the experiment was made had been a feeding place for wild ducks during many years and that the beds of the shoals were rich in deposits of shot fired at ducks in previous seasons. When not engaged in decoying, the trained ducks fed along these shoals and in the course of their dibbling for food they scooped up considerable quantities of shot from the bottom. In time the weight of the lead thus accumulated within them overcame their natural buoyancy, and whenever they ventured into deep water they sank and were drowned. Even before they became thus fatally "leaded," the shot they had swallowed rendered them useless as decoys by altering their trim in ways that made them objects of alarm to the wild ducks that looked in bewilderment from overhead. Some of them were badly "down by the head," as the sailors say, from the weight of shot in their forward compartments. Others drifted with a strong list to starboard or to port, according to the disposition of their unnatural ballast, and the whole flock presented such a weird appearance to the discerning wild ducks that they were frightened away. Moreover, the trained decoys that did not meet with a watery death succumbed to lead poisoning within a short time, and the experiment was abandoned.

Probably the shoals of the favorite resorts of duck hunters on this side of the continent would assay as large a percentage of lead as those of Oregon waters. If that be the case, Dr. MESSICK of Delaware might as well regard the experiment with wild ducks in decoy service as having reached a definite conclusion.

The proposition that the elevated railroad shall be turned out of Battery Park is, in its relation to the largest public interest, unsound and objectionable.

Isn't it a fact that more cranks are developed in our great centres of population than anywhere else on the footstool?—*Boston Herald.*

It is a fact that more cranks are developed in and about Boston, within the Boston Pale, than can be found anywhere else on the footstool. Why this is so we shall not attempt to say; but so it is and so apparently it must ever be.

The Charter Revision Committee is a body of unquestionably able men, but if any citizen invited to a place on it should fail to accept, Governor ROOSEVELT will do well to fill the vacancy with some member of the organization now in control of the municipal government, Tammany Hall. Indeed, it would be better to discharge a man who has accepted already, in order that that same Tammany Hall, representing the Democratic party of New York, may be represented.

Senator LODGE's bill to give copyright for a thousand years should become a law. A man should be able to bequeath the fruit of his brains not only for a thousand years, but to the thousandth generation.

At a banquet of the Sunflower League, a collection of Kansas Democrats and Populists, &c., presided over by a statesman of the name of SAPP, Col. BRYAN was present and so was the Hon. ALLEN O. MEYERS of Ohio. Mr. MEYERS addressed the Colonel, as follows:

"You may be elected, sir, by a million majority, but they will not permit you to take the Presidential chair. Look at the fate of WILLIAM GOEBEL."

In conclusion Mr. MEYERS predicted "the sword and gun, violence, revolution—a new order of things." Calm and thoughtful statesmen like Mr. MEYERS must attract many votes to the Democratic party.

Delighted.

TO THE EDITOR OF THE SUN—*Sir:* You will, I am sure, be glad to learn that Mr. Green Meeks is conducting a shipyard at Paintsville, Johnson county, Ky., and that Mr. Seven Tylers, of Ewell, Somerset county, Md., follows the same honest occupation.

WASHINGTON, April 24. R. A. WEED.

The *Century Magazine* for May is a more than usually interesting number, particularly in the illustrated descriptive articles. Mr. Montgomery Schuyler tells about "Art in Modern Bridges," Mr. R. D. Mackenzie about "The Maharajah's Water Carnival," Mr. C. B. Hagadorn about "Our Friend the Sultan of Jolo," and Mr. Richard Whiteing about "Parisian Pastimes." Mr. Seton Thompson concludes his description of the National Zoo at Washington, and Mr. William Knight describes the home of Wordsworth and De Quincey. President C. F. Thwing has a very suggestive article on the ignorance of college students about the Bible, and Mr. Andrew Carnegie talks about Trusts. There are also several short stories and pieces in verse.

IN SOUTH AFRICA.

Having obtained all the advantage they could from the blockade of Wepener, and the cutting off of their retreat north being imminent, the Boers have slipped through the gap between Gen. French and the Basuto border, and are moving rapidly north. Once in the hilly country north of Thaba N'Chu, the British pursuing force will be unable to bring them to bay, to say nothing of the probability that the necessity of not overworking his horses will impose on Lord Roberts a certain restraint in the too vigorous use of his mounted forces for merely secondary advantage. He could not well afford another prolonged delay in the advance to Pretoria for the sake of the capture of a few guns and prisoners.

It will be interesting to see the next Boer movement as their re-occupation of Boshof implies renewed activity against the British left, perhaps forcing the transfer of reënforcements to that side. Their object is obviously to harass the British in every way and in none can they do it so effectively as by causing them to waste their horses. Their successful evasion of this last effort to pen them up in the south is an incentive to pursue the same tactics that held Lord Roberts back so long from following up his advance toward Brandfort, and there will be plenty of scope for them when the British advance brings its right wing clear of the Basuto frontier above Ficksburg. The Drakensberg passes will then become points of interest.

The report that Bagbie's machine works at Johannesburg, used by the Boers as an arsenal, have been blown up is the second of its kind in a few weeks. Its accuracy is, therefore, doubted. The preparations said to be going on for the transfer to Lydenburg in the Zoutpansberg of the Transvaal capital have already been alluded to in these notes. The statement is probably correct and indicates a stubborn determination on the part of the Transvaal people to continue the resistance to the end.

PRESIDENT GOING TO WASHINGTON.

Enjoyed His Visit to Canton Greatly—His Plans for the Summer.

CANTON, Ohio, April 26.—It was denied today that the plan of a front-porch campaign like that of 1896 had been entertained this year for a moment by any one connected with the President, and it was declared that such a thing was impossible. President and Mrs. McKinley will be here part of the summer and will occupy the house which is being made ready for them. Secretary to the President Cortelyou said to-day that they would come here early in July to remain several weeks.

"The summer plans have not been matured beyond this," continued Mr. Cortelyou. "But some time after the Canton visit the President will go on a more extended vacation to secure the rest needed between the sessions of Congress. Where he will go has not been decided, but it will be some place that offers the best opportunity for real rest and quiet."

It was said by one of the President's friends to-day that at no other time since he assumed the duties of his office has he been able to secure the degree of rest and opportunity to attend to his personal affairs that he has had in Canton in the past few days. He greatly enjoyed the visit.

The President and his party left at 4 o'clock this afternoon on a special train for Washington. A crowd cheered him at the station. The President remained on the car platform through the shop district, returning greetings from men employed in the factories.

A Suggestion for the Christian Church.

TO THE EDITOR OF THE SUN—*Sir:* May I suggest that the feeling of alarm so apparent in certain circles over the theological discussions of the recent past is perhaps unwarranted? There has seldom been an epoch since the hour when Martin Luther stood before the tribunal at Worms and uttered his memorable ultimatum, "I can do no otherwise; God help me!" during which men have not differed in opinion concerning the merits of the creeds, forms and ceremonies of the Christian Church; yet the growth of a benignant and ever-broadening type of Christianity is more apparent today than even the most optimistic of other times have hoped for. It is related of Abraham Lincoln that, on a certain occasion, when asked why it was that he had never united with a church, he expressed his inability to sincerely accept any of the special creeds submitted to him and closed his remarks with these words:

When any church will inscribe over its altar as its sole qualification for membership the Saviour's condensed statement of the substance of both Law and Gospel, "Thou shalt love the Lord thy God with all thy heart, and with all thy soul, and with all thy mind, and thy neighbor as thyself" that church will I join with all my heart and all my soul.

May it not be possible that, in the dissensions, disagreements and controversies of these days, we see the evidence of a tendency toward the ultimate simplification of all religious faiths and the final adoption of this positively Christ-like creed? FREDERIC W. PANGBORN.

HACKENSACK, N. J., April 25.

A Taxidermist on the Hoar Bird Bill.

TO THE EDITOR OF THE SUN—*Sir:* In reply to the letter signed "Jayhawker," will you allow me space to say a few words? In speaking of those who oppose the Hoar Bird bill, "Jayhawker" says: "They regard with indifference the possible ruin of a million farmers and gardeners who depend on the birds to rid their crops of insects."

It has been said that some people show their ignorance sometimes by talking too much with their mouth.

Go to the farmers when their corn is young and ask them if the meadow lark and the crow rid their fields of insects, or is it sometimes necessary to guard their fields with a shotgun to protect their crops from the "poor innocents." Go to the vineyards of the country and ask these people if the feathered tribe guard their grapes from insects. Go to the rice fields of Louisiana and see the work of our feathered friends. Ask the fisherman from Maine to Texas if the gulls and terns don't destroy more fish than is consumed by the people.

I have followed the taxidermist business for nine years and I have never put up or seen put up a single song bird.

If the Audubon societies would confine themselves to the song birds, I would do all in my power to help them, but they ask protection even for birds of prey.

In an article written a short time ago, by one of its members were these words: "I saw the form of a noble eagle mangled and torn by the cruel hands of a taxidermist." Such rot gives sensible people that "tired feeling."

Again, "Jayhawker" says "that the class of women who wear birds on their hats are a vain, selfish, thoughtless, reprehensible lot." Is the foundation for their argument so small that the fair women of our country must be thus abused? Have a care, "Jayhawker," there is a limit to go beyond which forbearance ceases to be a virtue. Words fail to express my contempt for such argument.

W. A. FARLEY, Taxidermist.

APALACHICOLA, Fla., April 20.

Chaplain Pierce in the Philippines.

TO THE EDITOR OF THE SUN—*Sir:* One of your readers wishes to reply to a writer in your columns who seems to call to task the work of a certain Chaplain in the Philippine army, who is an Episcopalian and whom Dr. Potter reported as doing the work of an Episcopal missionary as well as of Chaplain.

Your correspondent of several days ago thinks that that Chaplain should be silenced rather than to teach and preach a religion which he, the correspondent, didn't believe himself. The subscriber concludes that this complainer is a Catholic, as certainly no Protestant would so harangue the labors of an Episcopalian. The letter offered nothing to substitute that which he would have stopped. I trust you will give the same prominence to this line as to the one it answers.

APRIL 25. BAPTIST.

This Duck Lays Black Eggs.

From the London Kentuckian.

Jack Mullins surprised us the other day by showing us a black duck egg, natural size. Jack told us that the same duck had laid three black eggs now, and seemingly she is going to keep it up.

How England and France Divide the World.

From the Sewanee Review.

There are now in Christian lands only two schools of painting, English and French. The former embraces the British Isles, the latter the rest of the world.

AMERICA IN THE PACIFIC.

Interesting Computation of the Advantages to Our Shipping Over Foreigners.

TO THE EDITOR OF THE SUN—*Sir:* Senator Hoar's speech against retaining the Philippines is the best tempered yet delivered on that side, and the ablest; but it is not convincing. Mere sentimental appeals ought not to influence sane minds in a matter of such great moment.

Our attitude as a people, respecting the Philippines, should be that of parents and guardians, holding in trust for our children property of little present value, but of immense promise of future worth; property which we cannot develop or use profitably, but which our successors may find of great profit.

It is impossible that Washington can frame a protective tariff which will satisfy the needs of our mainland and islands, both at the same time, and therefore the primary reaction of the insular possessions will be toward revenue tariffs, freer trade, broadened commerce and fuller and better informed life.

If we retain the islands and apply our present shipping laws to them, and especially when we shall have built a trans-isthmian canal, it is absolutely certain that we shall command the ocean-carrying trade of the Pacific.

The great advantages to American shipping inherent in the location of our continental and insular possessions and the handicap on competing foreign shipping can be easily stated in percentages of cost or rates per ton. We hold the only islands in the North Pacific large and rich enough to support a large commerce of their own and become real ports and marts of trade as distinguished from mere coaling stations and, therefore, profitable ports of call for transpacific shipping.

Under our laws, a foreign ship cannot enter our coasting trade, ply between two American ports, or enter two American ports on one voyage. Therefore no foreign ship can ply between two of our island ports or between our mainland and any of our islands; and a foreign ship in the transpacific trade between two foreign ports can enter only one of our island ports. For example, a foreign ship plying between, say, San Francisco and Yokohama can not enter any of our island ports; and plying between two foreign ports, say Vancouver and Hong Kong, can only enter one of our island ports.

The competing American ship, on the contrary, can take cargo in transit for and between any of our island ports and any of our own continental or any foreign ports, and has therefore perfect freedom of the seas. Now our islands are so located as to break the transpacific voyage into four nearly equal parts, and the American ship need coal for only about 2,500 miles run, and can find profit in stopping at our island ports with opportunity to recoal without loss, whereas the foreign ship, plying between Asiatic and our mainland ports, must carry coal for 8,000 miles run. Plying between the Philippines and ports on this continent not United States ports, they must carry coal for 7,000 miles run. Plying between two foreign ports and stopping at Guam, they must carry coal for 5,000 miles run, or else go out of her way to a purely coaling station on one of the small English or German islands.

A 10,000-ton freight ship, engined to 5,000 horse power, steaming 15 knots per hour, will burn about one-third ton of coal per knot, 5 tons per hour, 120 tons per day. For her 8,000-mile trip she must carry 2,700 tons. If she stopped at Guam she must carry 1,700 tons. The American ship, stopping at all the islands, need carry only 900 tons of coal and can therefore carry additional freight, 1,800 tons, or 25 per cent. more than the foreign ship plying between Manila and a Canadian or Mexican port, and 800 tons, or 9 6-10 per cent. more than a foreign ship in the foreign trade and stopping at Guam.

The advantage to American express passenger steamships is vastly greater. A 10,000 ton express passenger steamer would be engined, say, to 20,000 horse power, to make 20 knots per hour and would burn one ton of coal per knot, 20 tons per hour, 480 tons per day. To make the transpacific trip without recoaling, she must carry 8,000 tons of coal and can carry no cargo whatever, allowing 2,000 tons for passenger accommodations. If she stops at Guam she must carry 5,000 tons of coal and can only carry 3,000 tons of cargo. The American ship, on the contrary, stopping at all our islands, need only carry 2,500 tons of coal and can carry 5,500 tons of cargo. She can carry more than twice as much as the foreign ship stopping at Guam. As for the foreign ships crossing without stopping—they will not start.

What do these facts portend relatively to our future commerce in the North Pacific? They portend a growth there commensurate with that of the Great Lakes commerce and an almost similar preponderance of our shipping.

Our shipbuilding for this commerce will take care of itself. On the shores of Puget Sound are great and rich deposits of ores, fuel and fluxes, as well, if not better, related as to distance and accessibility as the like materials tributary to the Great Lakes, now the greatest steel producing region of the world and one of its great shipbuilding points.

What can we think of—what can we say—to those who ask us to surrender such wonderful advantages of position merely to satisfy silly whims?

What must we think of—what should we say to—those whose foresight and courage have secured such unparalleled opportunities for us and our successors? We must accord them the highest meed of glory and honor, and should say, "Try again! One such term deserves another."

But we should ask them to complete their work by making Honolulu, Pago-Pago, Guam and some port in the Philippines free ports, where any vessel whatever can bring any commodity whatever and take away any she finds there without paying one cent of tariff, tax or dues other than necessary port charges. These ports will flourish best and serve us best as free ports—marts where the commodities of the whole world can be assembled for distribution throughout the Pacific. Make these free ports and they will become vast emporiums—Londons of the central seas.

And we should ask our wise men to hasten the building of a trans-isthmian ship canal, so as to bring these great opportunities within our reach by steam navigation.

So long as our commerce can reach them only in sailing ships, they are not part of us. Without steam navigation between us we shall find that we have established separate republics in the Pacific. In this, and in the inevitable chief use of the canal by our domestic commerce and the national necessity that we should be able to use it for our own best interests and apply to it the laws we have found wise, are cogent reasons that the United States should own and control the canal. THE SUN has well served our people in defeating the measures which would have let it slip from us.

On the Atlantic, we have the second place in the world's commerce. There we have a great trade. In the Pacific, we shall hold the first place and have a greater trade. But let us unite them, and the greatest of world's commerce will be ours and our childrens' and to them the whole world will be tributary.

CHAUNCEY N. DUTTON.

NEW YORK, April 25.

Tee-Tee-Total.

From the London Daily News.

About September, 1833, Dicky Turner (the converted weaver), when delivering one of his fervid speeches in the Temperance Hotel, Preston (the cockpit, where the Earls of Derby formerly fought their cocks for three centuries), in favor of the new pledge, declared, with emphasis, that "nothing but the Tee-Tee-Total pledge would do." Mr. Joseph Livesey, upon hearing this, immediately cried out, amid great cheering, "That shall be the name." The newly coined word was taken up by the succeeding speakers, and was afterward used at all the meetings held in the town and neighborhood. It was soon adopted in every part of Lancashire, and was eventually accepted as the true designation of total abstainers, not only in the United Kingdom, but throughout the civilized world.

I had the above facts from the lips of Mr. Joseph Livesey.

CIVIL GOVERNMENT IN PORTO RICO.

How It Is to Be Run if the Resolution for the Retention of Army Officers Fails.

WASHINGTON, April 26.—War Department officials are not inclined to believe that the Porto Rico resolution, providing for the retention of Army officers in civil positions in the Island until their civil successors have been appointed will become a law by May 1. It is contended that the House amendments regarding franchises and concessions will very much endanger its passage in the Senate. To provide against such a contingency special instructions have been sent to Brig. Gen. Davis, Governor General of the Island. These instructions were agreed upon to-day at a conference between Acting Secretary of War Meiklejohn and Assistant Secretary of the Treasury Vanderlip.

Should the resolution fail to become a law on or before May 1, Gen. Davis is instructed to have the officers of the Army performing civil functions render to the officers of the civil government all assistance possible and favor them with such advice and information as may be requested relating to the conduct and administration of civil affairs during military occupation until the transfer from military to civil government shall have been completed. All revenues which have been collected under the military government, up to and including April 30, shall be kept separate and apart from the revenues collected on and after May 1, under the act of April 12, and all revenues collected under military occupation and disbursements for expenditures so made and which shall hereafter be made on or before April 30 shall be accounted for by the military government and the balances of revenues reported to the Secretary of War for final disposition.

Special instructions to Special Commissioner Whitehead provide that should the resolution fail he shall take immediate charge of the customs and internal revenue collections, and shall make temporary appointments to the offices, the officials so appointed to continue in office until either permanently appointed or their successors have been selected.

The instructions to Gen. Davis contemplate that the Army officers now holding civil positions shall assist in the administration of the offices, not as civil officials, but merely as advisors without any executive power. They will do all they can to continue the work until their services are not needed, but they will have no authority to issue orders or direct the execution of any orders. Their functions will be purely personal and unofficial. It is in this way that the question of running the civil offices is to be met. In a number of the civil offices, however, temporary appointments will have to be made by Gov. Allen.

A disagreement was the result of the conference to-day on the resolution permitting army officers to continue their present duties in Porto Rico. Representatives Cooper and Jones of Virginia insisted that the House amendment regarding franchises should remain in the bill, but Senators Foraker and Perkins and Representative Cannon opposed it. Senator Foraker announced that he was compelled to go to New York and would not return before Monday, so it is expected that the resolutions will fail, as after the Civil Government bill goes into effect on Tuesday the resolutions will be of no avail.

GREATEST ENGINEERING WORK OF THE AGE.

Rich Resources Which Will Be Opened Up by the Trans-Siberian Railroad.

From the Scientific American.

In point of magnitude and cost the Trans-Siberian Railroad is certainly the greatest engineering work of the age. According to figures furnished by the Russian Imperial Ministry of Ways of Communication, the total cost of the railway will be $500,000,000, of which about $295,000,000 has been already expended. It is considered that this lavish outlay is justified by the fact that the work, when completed, will make available the resources of a country whose wealth has never been told.

According to the official statistics, Siberia has a total area of 5,333,333 square miles. It is liberally watered by some of the finest rivers in the world. The total area of land that is capable of agricultural development is about 20,000 square miles, and the soil of these sections consists of a deep layer of black loam. A total of about 18,500 acres of land has already been colonized, and the Government is now parcelling out the prairies through which the line runs, with the confident expectation that Siberia will become one of the most powerful competitors in the world's supply of wheat. For the immediate future it is expected that the new settlers will devote themselves chiefly to cattle raising, which, so far, has proved to be profitable. It seems that the virgin forests of Siberia have been cut down in the same ruthless and wasteful manner that characterized the denudation of our own forest lands; nevertheless, it is estimated that there still remains about 80,000 square miles of valuable pine and fir timber.

The official estimate of the mineral wealth of Siberia is remarkable reading, for it would indicate that this mysterious country is, minerally speaking, one of the richest in the