

The Sun

SATURDAY, NOVEMBER 28, 1901.

Subscriptions by Mail, Postpaid. DAILY, per Month \$1.00; per Year \$10.00. SUNDAY, per Year \$2.00. DAILY AND SUNDAY, per Year \$12.00.

THE SUN, New York City. PUBLISHED AT NO. 10, Boulevard des Capucines.

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

The Rush-Hagot Treaty.

The question of abrogating or modifying the convention by which this Government and that of Great Britain agreed to keep their warships off the great lakes has been raised by Congressman BOUTWELL of Illinois.

Some of the shipbuilding interests along the American side of the lakes are said to favor an agitation for the annulment of this venerable agreement, their idea being that it now prevents them from getting a share of the work of naval construction.

On the other hand, Mr. WILLIAM G. McMILLAN, the President of one of the chief shipbuilding companies on the lakes, and the son of Senator McMILLAN of Michigan, is reported as taking this view of the matter:

"We don't want any abrogation of that treaty. Our arms are all built for the commercial trade. It is doubtful if Great Britain would permit us to take them to the West Coast. In any case, we should have everything of the lakes that all the large cities are located. Great Britain could put a few men-of-war on those waters and have us at her mercy. They would be a constant menace."

Mr. McMILLAN probably knows his business, and the needs of his business; although there may be some differences of opinion among the lake shipbuilders in this respect. But reasons more convincing than those which Mr. BOUTWELL has yet presented will be required before public sentiment is ready to demand the abrogation of the treaty which has endured for nearly a century, with continuous and undeniable benefit to both parties.

The Next New Warships.

Under all the circumstances, the compromise in the matter of armament for the new battleships reached by the Naval Board of Construction appears wise. The board was divided upon the question of placing superposed turrets on the new vessels whose plans are to be submitted to Congress next month, a majority opposing the extension of the system now installed on the Kearsarge, Kentucky, Georgia, Nebraska, New Jersey, Rhode Island and Virginia. This majority was made possible by the changed position of one member of the board, who had previously advocated the system.

As a corollary to the disagreement on the question of the main battery, there was a failure to agree on that of the secondary battery. The matter appeared almost incapable of solution, and it seemed that the plans of the new ships would have to be submitted to Congress with no definite suggestion for their armament. Rear Admiral BRADFORD, Chief of the Bureau of Construction, and the original minority member of the board, and a long-time advocate of the superposed turret system, has now stood aside, effacing himself for the good of the navy, and permitting a majority report to go to Congress, advocating the use of the ordinary single-storied turret. He has insisted, however, on modifications of the majority plans for the secondary batteries, so that the difference between the offensive power of the minority plans and of the prevailing majority plans is minimized.

It is to be regretted that the superposed turret system has not been extended, and that our navy seems likely to take a backward step in the matter of armament, but under the circumstances, rather than leave the matter wholly to an unadvised Congress, the compromise now reached is probably judicious.

By Rail to Quito.

The railroad that is to connect Quito, the capital of Ecuador, with the port of Guayaquil, has been climbing the Andes for two years on its way to the lofty plateau on which Quito stands between ranges of snow-topped mountains. Reports just received say that the road has been completed for twenty-two miles up the western slope of the mountains. The most formidable difficulties have been overcome, and the thirty miles or so remaining before the plateau is reached will not involve so many engineering feats or such expenditure as the first part of the ascent.

The heart of the Andes is being pierced by the work now in progress. As a specimen of daring and consummate engineering the enterprise will rival the famous Gray line of Peru, a part of which lies higher above the sea than any other railroad in the world. It is easy to see why the engineers who are building the Ecuadorian road should have pronounced the difficulties almost unmountable. From the bridge across the Chimbo River at the foot of the mountain, the route ascends from a level of 1,100 feet to 8,000 feet in about fifty miles, winding around gorges and precipices with a very steep gradient for much of the way. Tremendous tropical downpours flood these slopes, so that one of the greatest problems is the protection of the cuttings from the wash of the mountains. It is gratifying to hear that all these problems have been solved and that the American engineers engaged in the work regard the completion of the road to Guayaquil as comparatively easy. No special difficulties will be encountered from Guayaquil to Quito. The labor has been supplied to several thousand workmen brought all the way from Jamaica.

river from Guayaquil, to the Chimbo River, about sixty miles, has been completed for a number of years. The entire road, about three hundred miles in length, will cost eighteen million dollars and will probably be completed in about three years. This road is essential if Ecuador is ever to have any large measure of commercial prosperity. The only part of the country now accessible to important trade is the low tropical lowlands producing chiefly cacao. Every needed commodity from the temperate zone must be imported, though it may be produced in abundance on the elevated plateau of Quito, which is temperate and healthy in climate, with a rich soil and a comparatively large and industrious population; but to-day the coast regions find it cheaper to import flour than to bring wheat over the miserable mule paths from the plateau.

The railroad on the plateau from Sibambe to Quito will be one of the links in the international railroad that it is hoped will some day extend from the United States to Buenos Ayres. When that time comes New York will, of course, be joined with Guayaquil by rail.

A Non-Partisan Administration of New York.

The circumstance that more than four-fifths of the ballots cast for the late Fusion ticket were marked in the Republican column is of no political significance, except as it suggests that a distinctively reform party is unnecessary as a means to non-partisan municipal government.

The number of votes cast under the Republican emblem in the municipal campaign so far outran the usual vote of that party in the city of New York when there is anything like a square partisan division that it indicated very obviously a large addition from Democratic sources. The tickets put up by the Republicans, the Citizens' Union and the Greater New York Democracy being identical, a great part of the Democrats who voted for those candidates seem to have preferred to put their mark under the Republican emblem in the first column as a mere matter of convenience. The votes in the Citizens' Union and the bolting Democracy's columns were relatively few. The great volume in the Republican column proved only that the support of the Fusion ticket by that party was substantially unanimous, though it suggested also, even after making due allowance for the strictly Democratic votes included in it, that the growth of Republican sentiment in New York demonstrated in the elections of 1890 and 1900 has not yet been lost.

The number of votes cast directly by the Greater New York Democracy as organized by Mr. SHERMAN was small actually, recalling in its volume the reduced strength of the old County Democracy at the time when that Democratic faction in opposition to Tammany Hall was passing out of political consideration. Mr. SHERMAN'S organization, however, polled enough votes to form the nucleus of a Democratic opposition which possibly may be made powerful in a future campaign. It seems to be demonstrated now that Mr. CROKER will continue to be the leader and Mr. SHERMAN will continue to be the leader and Mr. SHERMAN will continue to be the leader and Mr. SHERMAN will continue to be the leader.

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to the quota which each party contributed or seemed to have contributed to his election.

This strictly non-partisan Administration will afford the people of New York City the opportunity to determine practically the advantages of that system in their municipal government. If it works to the popular satisfaction, there will be no need of a Citizens' Union party to induce the people to continue it, and if it fails, such a party will be powerless to induce a speedy repetition of the experiment. We are about to have in New York the only thorough trial of non-partisanship in municipal government which we have ever witnessed.

The Battle at Cambridge To-day.

The Sacred Codfish hardly knows where he is at this morning. One minute he is as red as a cooked lobster from the sea and sky of crimson that surround and overarch the whole region of the Boston Pole. The next minute his gills are bluer than indigo as a great Yale-colored wave splashes over him. New York and Boston and New Haven, a hundred cities, have sent their beauty and their chivalry to Soldiers' Field. The cry for tickets has been tremendous. Ancient graduates and youths compared with whom the downiest sub-freshman is an ancient, professors of Sanscrit and "goodies," thousands without distinction of age, sex or condition, are rushing to the gate. How they can all get there and how they can all get back, nobody knows or cares. Can it be that 35,000 tickets have been sold? Whatever the number, it is immense and yet by no means great enough. The Mayor of Cambridge has thundered and lightened, by request, against the rapacious ticket speculators.

Everybody who has not bet on the score will join us in hoping that the game will be hot and heavy. Harvard has met no really first-class eleven except West Point this year. Her mettle is to be proved. Yale must be reasonably confident after the downfall of Princeton. Here is a tradition of success, broken now and then but sufficiently continuous to inspire in her men an audacious energy, powerful enough sometimes to make feeble the knees of her opponents. More than once Harvard has seemed to be the victim of a sort of presentiment of fatalism and to be beaten because she expected to be. Like LAUNCELOT'S, Yale's great name conquered. It is said, however, that Harvard has put off this nervousness and apprehension, and is resolved to fight Yale as hopefully as if Yale were the Worcester High School. Undoubtedly the defeat of Princeton has been useful to Harvard and has prevented that foolish elation and over-confidence which is the other extreme of "blue funk." But Yale has been as carefully drilled this week as if she had lost the game with Princeton. The Yale coaches and the whole council of the college have been polishing their team; and the Hon. MICHAEL MURPHY is not easily satiated with success.

Harvard may be a surprise; Yale may have perfected herself wonderfully in the last few days. We hope that both suppositions are true, and we don't care a rap which college wins, provided the game of this afternoon is well and fairly played by both sides. If YELUW is the gay old "sport" that young Yalensians love to believe him to have been, he is betting on his boys to-day. And JOHN, however averse in his lifetime to profane diversions, can't but admit that football is a more humane sport than bullbaiting or bear-baiting was.

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the "live" rail was set afire by a passing train. At once the station was filled with smoke. The plight of passengers and persons in the station is described by the Boston Globe:

"Passengers on the train and those in the station became greatly excited. Those on the train could see the fire and thought the train was on fire. Some of them pounded on the doors and demanded that the brakemen let them out. The doors were unlocked, and the brakemen refused to open them. In an calm voice as they could command they endeavored to assure those inside the cars that there was no danger. In the station there was great excitement. Passengers leaving incoming cars rushed up the stairs in great alarm. The smoke was so dense that one could hardly see one's hand before his face, and nearly everybody feared that a big fire was in progress. Several women screamed from fright."

Boston may or may not be a live town, but nobody can deny that it's a live-rail town.

On Wednesday a large brewery in Syracuse threw open its doors to permit the public to sample a new brand of beer about to be placed on the market. When the visitors were home there wasn't beer enough left in the place to drown a microbe. It is Boston. The next minute his gills are bluer than indigo as a great Yale-colored wave splashes over him. New York and Boston and New Haven, a hundred cities, have sent their beauty and their chivalry to Soldiers' Field. The cry for tickets has been tremendous. Ancient graduates and youths compared with whom the downiest sub-freshman is an ancient, professors of Sanscrit and "goodies," thousands without distinction of age, sex or condition, are rushing to the gate. How they can all get there and how they can all get back, nobody knows or cares. Can it be that 35,000 tickets have been sold? Whatever the number, it is immense and yet by no means great enough. The Mayor of Cambridge has thundered and lightened, by request, against the rapacious ticket speculators.

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THE REVOLUTION IN COLOMBIA.

Causes of the Present Revolt—The Two Political Parties Now in Arms.

Colon fared very badly when it fell into the hands of the insurrectionists in the revolution of 1888. At that time it was almost completely reduced to ashes. It was wholly built of wood and made a great bonfire. The town that rose from its ruins was larger and more substantially built in some respects than the old one.

As long as Spain had possession of the Isthmus the only line of communication between the two oceans was a poor mule track leading from Panama to Puerto Bello on the Atlantic side. Puerto Bello is about thirty miles east of Colon, with a well-sheltered and commodious harbor; the entire district around it, however, is very unhealthy and this fact led to its abandonment. There is nothing left of the old port but the ruins of the Spanish fortifications, half concealed under tropical vegetation, and a hamlet occupied by a few negroes.

Then the estuary of the Chagres River was chosen as the Atlantic port and the town of Chagres arose a few miles to the west of the old Colon, but it was surrounded by marshes, was a hotbed of ague and gave a name to the scourge of the Isthmus, which is still known as Chagres fever. It was wholly with a view to locate the Atlantic port in a more healthful spot that the little coraline island of Manzanillo was selected and the town of Colon was built along a part of its seacoast. It was the best that could be done, but the situation was still very unalarming. No health resort has yet been found along the coasts of the Isthmus. Travelers usually think the best they can do is to cross the Isthmus and leave it as soon as possible.

The present revolution has been in progress about a month over two years. It is a conflict between the two political parties of the country which have existed ever since the Spanish yoke was thrown off. Venezuela, Ecuador and a number of other Latin-American countries are divided on precisely similar party lines.

These two political organizations are the clerical or Conservative party, and the democratic or Liberal party. The Conservatives have been in power in Colombia since 1886, when President Nufiez overthrew the Liberal Constitution and practically made himself a dictator.

The Conservatives make the Church, a large factor in the Government, place education entirely in the hands of the Roman Catholic clergy, with the result that there are no public schools nor compulsory school attendance, and exclude the larger part of the people from the right of suffrage. They maintain a centralized Government, nearly all power proceeding from the central authority at Bogota, the States having been stripped of the power they held under the earlier Constitution and practically reduced to the position of provinces. The Liberals accuse them of having impoverished and terrorized the country, depriving the people of free speech and the liberty of the press and treating all who oppose them as public enemies.

The Liberals demand a democratic government modeled after that of the United States, with the widest extension of suffrage, public schools and the other features of our system under which we have so greatly prospered. The two parties are about equal in number. The Liberals started the country and hope to come into power on the wave of a successful revolution. If they succeed it remains to be seen whether they can maintain the liberal form of government they propose to establish.

The war has been confined to the Northern and comparatively low-lying States. The Liberals have not been able to raise and equip a sufficiently strong force to carry a campaign southward among the high, mountainous provinces, where the Conservatives are in largest numbers and where a reverse to the Liberal cause would probably be irrevocable. The Liberals have, therefore, scattered in comparatively small bands through the Northern States.

The fighting has been desultory, for the Government forces have also been broken up into small parties in order to meet the insurrectionists at many points. There has been considerable fighting on a small scale but because the forces of both factions are scattered over the North the conflicts have invariably been small affairs.

Colon is the only seaport the insurgents have yet captured. Recently, however, they have threatened a number of places on the coast, have interfered with railroad communications between Cartagena and the Magdalena River and with the steamboat service on that river between Barranquilla, the most important commercial town of the country, and the landing on the upper river or Bogota.

The larger part of the news that has reached the outer world has come from Government sources, and it has been impossible at any time clearly to see the situation. On the whole, however, the insurgents seem to have been more than holding their own. It seems certain that whatever their ultimate prospects may be they have a larger force than ever under arms, and are likely to more widely distributed in possession of a larger extent of country, from the inland State of Santander to the Isthmus, than at any time since they began the war, more than two years ago.

German Insurance of Emigrants. The aim of legislation enacted recently partly through the influence of the German Colonization Society, is to provide emigrants with a form of insurance against loss of property and life during their voyage. The insurance is to be provided by the Government, and the cost is to be borne by the emigrants themselves. The insurance is to be provided by the Government, and the cost is to be borne by the emigrants themselves.

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TWO POWERFUL BATTLESHIPS.

Plans Completed for 18-Knot Ships With Total Displacement of 10,500 Tons.

WASHINGTON, Nov. 22.—The plans for the two largest and most powerful battleships projected for the United States Navy were completed by the Naval Board of Construction to-day. These are the vessels which Congress directed the Navy Department to design, and the plans were sent to the Naval committees of the Senate and the House at an early day, with a recommendation from Secretary Long that amendments be given to build them and an additional one of similar type. At the meeting of the board yesterday the much-discussed question of the arrangement of the batteries of these formidable armored vessels was settled amicably, an agreement being reached that there should be no superposition of the main battery.

Each of these ships will have a total displacement of 10,500 tons. The only war vessel of greater displacement are some recently laid down by England. These will displace 17,500 tons of water. The ship capable of making 18 knots could be designed, but this was found to be impossible without lengthening her outer hull to a length of 400 feet, and driving the vessel 18 knots an hour.

The main battery is powerful, consisting of twenty-eight guns of long range and great power. It is not wholly satisfactory to the members of the board on account of containing four different calibers, thus increasing the ammunition problem. No better arrangement, however, could be reached by the board to effect a compromise that would enable it to submit a unanimous report.

The majority wanted no 8-inch guns, and advocated the use of the new 7-inch guns without turrets. The minority, by abandoning its advocacy of superposed turrets, will be able to consent to the installation of eight 8-inch guns in turrets, but broadsides of sevens were also provided for.

Four 12-inch rifles in two ordinary turrets, one forward and the other aft. The eight 8-inch rifles will be placed in four turrets, two rifles in each. One of these four turrets will be at each corner of a quadrilateral citadel containing the 7-inch guns. There will be twelve 6-inch rifles, protected by the armored walls of the citadel, six 6-inch rapid-fire rifles on the superstructure.

The torn and tattered remnant of a Confederate regiment one day toward the close of the war was lined up by its Colonel and told that the Commanding General was to pay a "visit of inspection" on the following day. The soldiers were admonished to "do their prettiest."

"Just brace up as though your clothes were brand new uniforms and as though you had the best on earth to put and plenty of bayonets on your rifles," said the Colonel. "You have a drum, and it's a plumb fine one—big as a barrel. Now, Smith, when I give you the word to-morrow you let her go for all she's worth. This corps is the best in the army."

The next day came the General to "inspect" the poor half-starved fighters, and as he appeared in the distance the Colonel gave the order to "line up." The regiment of dirty, ragged soldiers on the parade ground, the Colonel shouted "Now, Smith, let her go!" and turned to salute the General.

But not a note came from the big barrel drum. The Colonel, red in the face, turned toward the drummer and again shouted his order for "music."

The drum, the drum remained as mute as the harp of Iara's Hall fame. Infructuated as this open disobedience of orders was in the treatment of his commanding officer, too, the Colonel rode down the line, and when he reached the refractory drummer, he said:

"Say, Smith, what is that blankety-blank drum?" "I can't, Colonel," whispered Smith. "The drum is full of chickens, and half of 'em are for you."

The Colonel paused but a moment before he shouted to the General and the soldiers to play the drum, why in — and — didn't you say so?"

After the Lecture on Spain. Received at Madison Hall, New York. "Spain was the first to speak of the crack of a whip. The hand was held in the air, the canon roared."

As the English led the way? For that one had minute on Spain. The hand was held in the air, the canon roared. The hand was held in the air, the canon roared.

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THE LIGHT AUTOMOBILE.

A Machinist's View of the Steam-Wagon Boiler Feels.

TO THE EDITOR OF THE SUN:—Sir: "Novice" advocates a very light motor-driven road wagon, and his ideas are so far correct. Every pound of the wagon weight is non-paying load, the propulsion of which must be paid for, and every needless pound of wagon weight is an engineering error in two directions, first because it needlessly taxes the motive power, and second, because it weakens the whole structure. Speaking broadly, every pound of weight added to a wagon must have another pound added to carry the first pound, and another pound added to carry the second, and so on, until the weight is an element not of strength, but of weakness. "Novice" is wholly correct in thinking that light wagons steer more easily than heavy wagons.

"Novice" assumes that since a 25 or 25-pound bicycle carries a 200-pound rider, the two 25-pound bicycles, placed side by side and connected by cross members, will carry two 200-pound riders, which is wholly untrue, except in case the two cycles are so flexible that the load lines are changed, side stresses, absent in the bicycle, are introduced, and the weight must be vastly increased to carry a given load.

Again, the unavoidable load on a bicycle body and seat is fixed, and the rider's weight increases the weight of the frame demanded to carry it, and last of all, the wheel base must be vastly increased to carry the load. "Novice" takes twenty pounds of extra weight and divides this by two, as he proposes to carry two riders, and so thinks he has a 10-pound weight, and divides this by two, as the bicycle he begins with, which is a wholly fallacious conclusion.

Novice's idea of a light wagon, November, 1895, precisely this pair of 25-pound bicycles, cross-connected by a frame, and supported by a two-cylinder internal combustion motor, the total weight being 225 pounds. The frame is made of iron, and is a very rigidly short wheel base it could not carry two passengers, with their knees almost touching, and their feet on the road, but it was subject to frequent breakages. Pennington got the two-bicycle wagon construction into a 40-pound wagon to carry four passengers, and the two-bicycle wagon was also constantly in trouble with breakages. Hertel afterward much improved the structure, and the wagon is now known as the "Oakman," and was built in a very small way for a very short time, but it is still a very good example of a light wagon. Pennington's wagon was made in 1895, and the two-bicycle wagon construction has both passed out of view.

"Novice" is entirely correct in thinking that a motor wagon must have not less than seventy-two inches wheel base, and that the side stresses, which are fixed, and the vertical strains, are what cause motor wagon frame failure.

With a wheel base of seventy-two inches, which is the least permissible, the four-wheeled wagon weight for two passengers cannot fall below 300 or 400 pounds, with steam or gas engine, and the steam wagon is not the dreamer, but the clearly seeing observer of actual things, and the clearly seeing deducer of correct conclusions from things collected. The steam-wagon boiler pumps as commonly applied to the boiler of a motor wagon, which is a failure, things, and it is a needless tax on the driver's attention to demand that he shall control a boiler stuffed as full as it can hold of half-inch tubes.

Here, an old and well-known method of feeding water to steam boilers, called the "water level" method, is applied to the water in any boiler at a constant level, and used to pump at all. This gravity method, which is the method used by the "Oakman," and was built in a very small way for a very short time, but it is still a very good example of a light wagon. Pennington's wagon was made in 1895, and the two-bicycle wagon construction has both passed out of view.

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