The Sun.

WILLIAM M. LAFFAN.

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A Brief Retrospect.

For the wreck and disaster which befell our finances and industries by reason of the compulsory purchases of silver bullion by the United States Treasury neither of the two great parties is exclusively responsible. It is, however, to the credit of the Democratic party that in 1884 there was chosen a President who clearly foresaw the peril.

In the interval between Mr. CLEVELAND'S election and his inauguration, he wrote his Warner letter. He uttered another warning in his inaugural. He appointed a Secretary of the Treasury who enforced the warning in annual reports to Congress. Reëlected in 1892, he convened, in August of the next year, a special session of Congress which united with him in putting an end to the vicious silver legislation then existing, but did not see its way clear to enacting at the time, as he recommended, adequate legislation in support of the gold standard.

That was unfortunately postponed, and the postponement left CLEVELAND'S Administration in the apparent stress of danger that a silver dollar standard might take the place of the gold dollar standard, although, as the event finally proved three years later, he and the Congress of 1893 had really averted the silver peril.

Alongside of an acute inflammation of the silver question in those years was the ever-recurring tariff question. It assumed a new aspect in the national conventions of 1888, largely because Mr. CLEVELAND'S third annual message the previous year had been devoted entirely to the need of a reform of taxation because of an existing surplus of some $140,000,000—nearly one hundred millions less than the present surplus—lying idle in the Treasury.

Mr. CLEVELAND denounced this accumulated surplus as "indefensible extortion." His message inspired by reflex action the Republican platform of 1888, and the McKinley Tariff law of two years later, which put tariff legislation on new grounds, namely, the need of the exclusion of competing foreign products, the invasion of foreign markets with our own products, and the creation in those matters of a self-sufficing nation.

A protective tariff became thereafter a political rather than an economic question. McKINLEY'S tariff law of 1890, his election six years later, and the Dingley tariff of the next year, rested mainly on the theory of political and national benefit.

The result was that American capital left its hiding places, whether at home or abroad, whether in British consols or French *rentes* or United States bonds, none of which was a "speculative investment."

When the Spanish war had delivered to the United States the Philippines, American capitalists were invited to make united efforts at American competition in the Far East. They responded by promoting the growth of industrial consolidation, which accomplished what was sought but which is now condemned by the President as a fault.

The conditions of American production, of the home market, and of our exports at the date of President McKINLEY'S death, show how well those American capitalists did their work, and how near then was the goal of national self-sufficiency which he desired to reach.

So near was it then that his utterances only a few hours before the fatal tragedy at Buffalo intimated that a part of the tariff wall he had contributed to enact could be safely modified; but his successor in office began instead a destructive criticism of the capitalists and corporations which had been engaged in substituting the conditions of 1901 for those of 1893 to 1896.

British Imperialism and Colored Labor.

A striking proof of the difficulties that stand in Mr. CHAMBERLAIN'S way in carrying out his imperialistic schemes is afforded by two simultaneous occurrences in Australia and South Africa. The Federal Parliament of the Commonwealth, under pressure from the labor party and thanks to the vacillating policy of the Prime Minister, has just passed a postal act that forces Australia into a position that is farcical in its assumption of exclusiveness and superiority. One clause of this preposterous piece of legislative impertinence gravely enacts that the Federal Government shall refuse to pay mail subsidy to any company employing colored labor, and is palpably designed to force the Peninsular and Oriental Company, one of the largest carrying companies in the world, to discharge its Lascar seamen.

The facts that these Lascar seamen are subjects of King EDWARD VII. and that the question of their employment on the high seas is one with which Australia has no possible concern have been pointed out to the Prime Minister by Mr. CHAMBERLAIN, tersely, but with his customary courtesy. The Colonial Secretary reminds the Commonwealth that the British Crown stands formally pledged to extend the same just treatment and protection to all subjects wherever the flag of the Empire flies. All sympathy and consideration, he says, have been shown by the Imperial Government toward Australia's natural desire to prevent an influx of the colored races. But the point at issue in no way affects the purity of race or the conditions of employment in the Commonwealth. The British Post Office would, therefore, not recommend a grant of postal subsidies to any companies refusing to employ Lascars or other colored British subjects.

In one of her first legislative enactments the Australian Commonwealth has thus done her best to sever all partnership relations with Great Britain in the vitally important matter of postal communication, and, at the bidding of a few extremists, has been guilty of an unwarrantable and vexatious interference with the obligations and policy of the Empire.

At the same time, by a curious coincidence, Mr. CHAMBERLAIN finds himself confronted in South Africa with still another phase of the colored labor problem. Lord MILNER, the High Commissioner, has asked for 10,000 coolies from India for the Transvaal and Orange River Colony railways, who are to be repatriated at the end of their term of service. His correspondence with Mr. CHAMBERLAIN on the subject is issued in a recent Parliamentary paper. In a telegram in May he said:

"Question of labor is beginning to assume a really alarming aspect. There are simply not enough natives in South Africa, if they all worked, for our growing requirements, and wherever we turn outside for fresh supplies, with the solitary exception of British Central Africa, from which we may get at most 10,000, we are met with a *non possumus*. I have to point out that this country has taken upon its shoulders an enormous burden of debt in reliance on its enormous resources. But it cannot develop those resources without labor, and if we are destined to meet with a refusal wherever we turn to look for labor we must soon be landed in financial embarrassment. The avoidance of this is, it seems to me, a matter of more than merely local concern. There is no doubt that coolies for the railways would afford us considerable relief by setting free natives for mines and agriculture."

In reply, Mr. CHAMBERLAIN points out certain difficulties. While admitting that the introduction of coolie labor would "benefit all classes and sections of the population of the new Colonies," and that the scheme "is in no sense an immigration scheme," he stipulates that the Government must be assured that the High Commissioner "would be justified by public opinion in taking this step." He adds that the Indian Government is not prepared to accede to the request for a large supply of Indian coolies without certain definite modifications of existing legislative enactments with regard to the treatment of Indians in South Africa.

Mr. CHAMBERLAIN concludes his reply thus:

"The Secretary of State for India feels strongly that the position of British Indians in the two new Colonies is most unsatisfactory, and regards the conditions which he lays down as moderate and reasonable, and it is necessary to convince him that his objections to the present state of things will be fairly met by the reforms which you contemplate before it will be possible to enter on negotiations with the Indian Government with any hope of a favorable result."

What with Australia, on one side of the world, seeking to stop the colored British subject from even touching at her shores, and South Africa, on the other, clamoring to be allowed to welcome and to work him, Mr. CHAMBERLAIN'S task, in preventing the silken bonds of imperial kinship from becoming unravelled, must be a hard one.

Not a College of Humorous Journalism.

We advise President BUTLER of Columbia University to exercise some of his remarkable powers of suasion upon the so-called Advisory Board of the new $2,000,000 Pulitzerean foundation, unless he wants to see the proposed institution degenerate into a funny column before it gets a chance at the ethics and other higher branches of the profession.

The danger ahead seems to be in the "Advisory Board." Mr. JOSEPH PULITZER is doing his part, both with his pocketbook and his newspaper. The cash will be forthcoming. The advertising will be attended to. The didactic features will be arranged judiciously on the Heights according to the scheme prepared by the Founder. The press and the public are awaiting with impartial but genuine interest the progress of the experiment. Everybody is well disposed and anxious to be pleased. Everything will proceed decorously and impressively if President BUTLER, a gentleman of uncommon tact, can manage to keep the "Advisory Board" quiet for a while.

We are impelled to utter this friendly word of warning by the surprising rebuke administered on Saturday, in behalf of of the "Advisory Board," by the *Brooklyn Eagle* to the *New York Evening Post* for venturing to discuss the project with that candid independence which is the very mainspring of successful honest journalism. The *Post* has printed one or two editorial articles on the subject of Mr. PULITZER'S school. Some passages from these articles of the *Post's* are here subjoined:

"Tenacity of purpose and strength of character are, as Mr. SCHURZ remarks with great authority, the crying needs of American journalism. But here again we are driven to ask, Can a school of journalism supply them? We fear not, any more than Mr. ANDREW D. WHITE'S school of statesmanship could furnish public men who would, simply because they were specially trained, spurn the wrong and expose the corrupter. The sources of character lie deeper than 'schools'; and the men who are to uplift journalism must first have the native stuff."

"We are bound to admit that no great moral uplift can derive from a source which has done so much, in the past twenty years, to degrade American journalism—even if the gift be made by way of expiation."

"A general refusal to buy or advertise in a newspaper which persistently sins against good taste and decency would do far more in a month to 'tone up' our daily press than would the graduation of hundreds of 'bachelors of journalism.' . . . Our respectable dailies have little difficulty in maintaining themselves despite severe competition. Such papers do not need to recruit their forces from schools of journalism."

The *Post* also printed a letter from a correspondent who said, with perhaps unnecessary directness:

"Such a school, to be really useful, should teach the opposite of everything that the *World* has been or now is."

We reproduce these remarks of our contemporary in order to explain the disciplinary attempt of the "Advisory Board," through the *Brooklyn Eagle*, to which we have already referred as a disturbing feature of the situation. The *Eagle*, speaking officially or at least semi-officially, solemnly intimates in one of the most extraordinary articles that ever appeared in any newspaper that the *Evening Post*, by its "cynical and unjust attitude," has forfeited its chance of representation on Mr. PULITZER'S "Advisory Board." There is pain in the language in which the *Eagle* communicates this official decision:

"It is within the knowledge of the present members of the Advisory Board of the proposed School that it was Mr. PULITZER'S intention, on his return in October, to request a well-known member of the staff of the *Post* to become a member of the Board. The terms in which he made known this intention, should they ever be published, will show on Mr. PULITZER'S part a capacity to be more than judiciously just and more than magnanimously generous to those who have been neither to him for nearly twenty years."

In this and in much that follows the tone of sorrow is more apparent than that of anger. The "Advisory Board" gives our unfortunate contemporary at Fulton street and Broadway a glimpse of what it has lost by being overhasty and too outspoken. If the Board had been satisfied with that punishment we should not now be calling President BUTLER'S attention to the case. But, not content with a naked sentence of exclusion from the Pulitzerean conclave, the "Advisory Board" proceeds to attempt a verbal castigation of the offender, in this unconsciously but really humorous fashion:

"The *Eagle* employs these words with unfeigned regret, but with no purpose of reproach and with no expectation of reform. Repeatedly the *Post* dashes almost every hope that it can or would like to be fair. It has been so conspicuously unfair in this and in other instances of late that one can well despair of a change in it. Very likely, protest against its course will only lead it to repeat and to be proud of offences of which it should be heartily ashamed. Yet, under its new régime, the *Post* more than once sought to encourage the idea that the malignity of a preceding régime would be more honored in the breach than in the observance by the men of to-day on it. But what is bred in the bone will out in the types, and, while that will excite sorrow, it cannot justify surprise. Happily, the understudy of qualities which should neither be imitated nor emulated is marked by a weakness of denotement and a feebleness of delivery which reduce the damage, though without decreasing the elementary indecency and the clotted inanity of the performance."

Does President BUTLER think that an "Advisory Board" which takes itself so seriously, and exhibits itself so comically, is calculated to enhance the dignity of a great educational institution sitting on a hill?

The Russian Advance in Asia.

Early in July last a significant greeting was sent over the wires to the Czar at Peterhof from the town of Turkestan, in Central Asia, by the Russian Governor-General of the province of the same name. The occasion of it was the arrival at Turkestan of a special train from Tashkent to celebrate the opening of the southern section of the nearly completed railway from Orenburg, on the Ural River, that will bring the furthest Russian outposts in Central Asia into direct communication with St. Petersburg.

The distance between Tashkent and Turkestan is 165 miles, and but 150 miles more were required to be laid to connect the latter with Perovsk, the point that had been reached by the northern section from Orenburg.

This line is of more than ordinary importance, because of its great political and military value to Russia in her advance through Central Asia to the western borders of China. Recent news from India indicates that Great Britain lays claim to all Thibet south of the Kuenlun Mountains, that stretch from the northeastern frontier of Kashmir to the southern sources of the Hoang-ho, but nothing is said as to the Russian views on the subject.

There is reason to believe that the Russians would assign a more southerly limit to the British advance over the Himalayas, and that it is to give better effect to their intention to secure all of Thibet that they can, that the construction of the Orenburg-Tashkent railway has been hurried on so energetically that by the beginning of the Central Asian winter it will be possible to bring troops direct from any part of European Russia to the outposts on the frontiers of Chinese Turkestan, instead of sending them over the more tedious and roundabout route by way of the Caspian.

In congratulating the Czar on the accomplishment of the work, the Governor-General of Turkestan laid special emphasis on the increased power that it would bring to Russia on her southern frontier, and the great impetus it would give to the development of Turkestan. In connection with this subject it is noteworthy that the Russo-Chinese Bank has loaned two millions of taels to the Chinese Government, without interest, in return for certain privileges in Chinese Turkestan. Among these is said to be the right to construct a railway to Kashgar and Yarkand in continuation of the Central Asia road, thus bringing the hitherto most secluded parts of Asia into immediate contact with western civilization.

At her present rate of advance from north and west, Russia will, within the present quarter of the century, dominate the greater part of the interior Asia and a long stretch of its coast line.

Charles Eliot Against the World.

Rather late in life it occurred to Prof. CHARLES ELIOT NORTON to turn away from DANTE and DANTE ROSSETTI'S drawings and Italian cathedrals and become the Censor of the American people. He had learned from his friends CARLYLE and RUSKIN the art of bilious speech and the habit of spanking the world. The annual dinners of the Sanderson Academy in Ashfield, Mass., have been for some twenty-five years the scene of Prof. NORTON'S public admonitions of his countrymen. These admonitions must have relieved him of much bile. So they have been good for his health; and they have amused students of the professorial manner.

We are sorry to hear that Prof. NORTON has given up his Ashfield chair. He will preside no more at those dinners of the gods. It is some consolation to find that in his farewell address he surpassed himself, as this delightful dictum shows:

"It is we of the white race who are barbarians and the inferior."

If we remember right, Prof. NORTON sat apart from the anti-slavery agitation. He was rapt in BOTTICELLI, in DÜRER. He was reading the "Vita Nuova," the Egyptian "Book of the Dead," the "History of St. LOUIS." An anecdote which he used to tell of CARLYLE may serve to indicate his attitude of aloofness:

"Mr. SOOMNER talked to Mrs. CARLYLE for six mortal hours about the pulr, downtrodden, African naygur, blank, blank him!"

Prof. NORTON'S present view of the colored race merely reflects his determination to find the most unpopular and impossible opinions and hurl them at a world gone wrong. We shall miss his yearly yowls. Will he not consent to be a Chairman Emeritus at Ashfield? Not all the psychological lore of President G. STANLEY HALL, not all the currents of "culture," forever full, forever flowing free, of Dr. HAMILTON WRIGHT MABIE, can console Ashfield and the rest of mankind for Prof. NORTON'S silence.

Fierce Competition of University Drummers.

For some reason, perhaps envy of superior virtue and of unequalled skill in milking capitalists, the Philistines and Amalekites in Chicago and out of Chicago have ungodly glee in inventing anecdotes about Dr. HARPER of the University of Chicago and his struggle with his immediate competitors in the educational line. It is useless, therefore, to try to calculate the respective percentages of truth and falsehood contained in this Chicago telegram to the *St. Paul Dispatch:*

"A contest for students is being waged among the law schools of the University of Chicago, the University of Michigan and Northwestern University, according to a report current at the South Side school. It is said that any one of these schools would rather secure one student from either of the other two than two students from any other source. An instance of the rivalry came to light yesterday, when an administrative officer of the Northwestern University, seeking to put an advertisement in one of the publications of the University of Chicago, declared that he would pay for the advertising with a scholarship for tuition in the law school, but only on condition that it be sold to some student at present registered in the University of Chicago school. Except on this condition he refused to sign the contract. The rivalry between the University of Chicago and the University of Michigan centres about the coming of Prof. FLOYD R. MECHEM from Ann Arbor to the local school. The Chicago 'laws' assert that Prof. MECHEM will bring with him some students from Michigan."

Be the tale true or false, it "reflects credit" on the legitimate business enterprise of the institutions in question. It is the business of the "university drummer" to take away as many of the customers of his rival as he can and to "bark" as persuasively as he can; and the employment of a corps of football men as "pullers-in" is sure to come if the present fierce competition between scholar-factories continues. Premiums and free passes in the shape of scholarships, reductions of tuition fees, "special inducements," and so on, are legitimate business. Tuition "scalpers" are inevitable; so are allowances to students for mileage; and cash bonuses.

It would be to the advantage of these universities to form a pool and abolish rebates and cut-rates; at least to divide "territory." Or Dr. HARPER might buy out the others.

We invite attention to the interesting interview, printed in another column, with former Senator MATTHEW CALBRAITH BUTLER of South Carolina, on the cotton condition and outlook in this country.

Since the Spanish war, in which Senator BUTLER served as a Major-General by appointment of the late President McKINLEY, he has devoted his attention to cotton planting in Edgefield, S. C., and along the Carolina side of the Savannah River, where he has large plantations.

His knowledge of the subject is accurate, and his opinions are based on broad lines of thought.

In 1890 the Russian Government was invited to appoint a delegate on the Public Debt Commission at Constantinople and throw its war indemnity claims into the general debt; but, continuing in the spirit of Prince GORTCHAKOFF'S dictum at Berlin, it declined the invitation.

The result now is that Russia is in a position to exercise pressure on the Sultan to his advantage, and at the same time to protect him to her own advantage. In the event of a new arrangement for the fiscal administration of Turkey, Russia can claim special privileges in Asia Minor in consideration of her large war claims; and in the event of a resistance on the part of the Sultan to the absorption by a financial commission of his sovereign attributes, Russia could intervene with the greater effect, primarily to her own profit.

Project for a Cup That Can Be Lifted.

TO THE EDITOR OF THE SUN—*Sir:* As it seems by the first race that the Cup will not be lifted, why not have a Shamrock Cup and we will go over and bring it back as an additional trophy to keep the America's Cup company. Then there could be no cavil as to one-sidedness. So thorough a sportsman as Sir T. Lipton would appreciate this courtesy. J. F. RODGERS.

JERSEY CITY, Aug. 22.

Peat Bogs as Fuel Sources.

TO THE EDITOR OF THE SUN—*Sir:* Your editorial of this morning on "Swamp Angels" interests me, for I have but lately returned from Europe after an exhaustive study to determine the fuel value of "prepared mud," or in other words, peat bogs. In New York, New Jersey and in New England, there exist thousands of acres of a black, dense deposit that varies in its fuel value. In Connecticut the fuel from a very rich peat bog having an average depth of 27 feet for an area of ten acres, and at the deepest point 40 feet, has been tested under boilers with very satisfactory results. At many points in the Berkshire Hills are found various sized bogs that show a satisfactory result when burned under boilers. The shrewd, careful Yankee farmer on whose property these deposits occur is not spending much time either cursing or praising this condition of affairs; he is, to use an old expression, "sawing wood."

In Germany and Holland the manufacture of fuel from peat bogs for industrial purposes dates from 1859, when there was established a German machine for turning out this fuel at Zintenhof, where a cloth factory was supplied. At the present time the industry in Germany represents an output of 2,000,000 metric tons of peat fuel. Russia makes about 4,000,000 metric tons; Norway and Sweden about 1,000,000 each, and Holland 2,000,000, of which a single manufacturer produces 100,000 tons. This country, as well as Canada (where at present attempts are being made to establish this industry), contains many thousand tons of "mud fuel" that will be worked up some day for local consumption.

HENRY H. WOTHERSPOON, Jr., E. M.

NEW YORK, Aug. 21.

Golf Ball and Sparrow in Collision.

From the Daily Kennebec Journal.

A Brunswick golfer, in driving a ball, last week, killed a sparrow in its flight.

THE FAVORITE PROJECT OF PRESIDENT DIAZ.

CITY OF MEXICO, Aug. 16.—It is only by comparing the peaceful and progressive Mexico of to-day with the turbulent, semi-barbaric Mexico of a half century ago that one obtains a fair comprehension of those achievements of Porfirio Diaz which mark him as one of the really great men of our day. Mexico's development has not been spectacular in its processes. It has gone on quietly though steadily, so quietly, in fact, that few outside of those specially interested have given it either thought or attention, although many have been vaguely conscious that our southwestern neighbor was taking on a new and larger political and industrial life.

In no other department of his administration of Mexican affairs has President Diaz felt so deep an interest or shown a purpose so broadly constructive in nature and character as in that of railway extension. This may almost be said to have been a hobby with him, if such a term is properly applicable to a measure of such importance. The most striking result of this, a result of immeasurable importance, has been the nationalization of Mexico. Railway construction in the United States has been carried on largely for the purpose of opening new areas for settlement, for the making of new homes for millions of people, the creation of new towns and new cities. The immediate object in Mexico has been the establishment of more ready means of communication between points which were already populous. The Mexico of fifty years ago was socially and politically incoherent. Widely scattered throughout its area were cities of important size and note. Its capital was isolated in the interior, little more accessible than it was when Cortez occupied Tenochtitlan, by which name the city of Mexico was then known. The earliest railway line to the city of Mexico was opened only three years before Diaz first became President. Before that time, bridle paths and roughly constructed and ill-kept roads were the only means of communication between Mexican cities.

All that has now been changed, and while Mexico's railway system is still inadequate there have been developed a fair system of communication and also a national policy. In the development of the system, foreign capital, largely American, has been an important factor, perhaps the most important. Without it Mexico would have a much smaller railway mileage than she has to-day. On the other hand, it is more than probable that private capital without the assistance which has been given by the Federal, the State and the municipal governments would have been equally hesitant in its activities. The sums contributed by the various States and municipalities cannot be stated, from lack of reliable data. The total assistance given by the Federal Government up to the present time approximates $150,000,000.

This sum has been distributed among more than forty different railway lines and railway enterprises. With the knowledge that out of it all about one-third has gone to the Tehuantepec line, there comes a clue to the favorite project, the special hobby, of Porfirio Diaz. The ship railway project of Mr. James B. Eads is a dead enterprise, but the utilization of the isthmus of Tehuantepec as a link in transportation between Atlantic and Pacific ports, between the eastern United States and the west coast of South America, lives as an active principle in the mind of Gen. Diaz, a persistently abiding purpose. Diaz, perhaps with sound judgment, sees no reason why the Tehuantepec railway should not compete successfully with the Panama railway. He believes that the Tehuantepec rail route for interoceanic shipment should also compete successfully with any canal which may be built at either Panama or Nicaragua. While one may not accept either his convictions or his conclusions, it is foolish to reject or to condemn them without a fair consideration of their possibilities.

The Government owned line from Coatzacoalcos, on the Gulf of Campeachy, to Salina Cruz, on the Gulf of Tehuantepec, is being reconstructed with a view to making it a focal point of interoceanic and intercontinental traffic. The distance across the isthmus is, approximately, 200 miles. Gen. Diaz would make Salina Cruz an entrepot and a shipping port for the trade of the west coast of South America, for Australia and Australasia, and for such Far East trade as it might be possible to secure. His project involves a line of first-class steamers between Salina Cruz and the South American ports, with other lines, should trade warrant their operation, to other points in or upon the borders of the Pacific. The southwest traffic centring at Salina Cruz is expected to flow in through various channels, and the Government interest in some of Mexico's leading railway lines has much to do with the Diaz project.

The Mexican Government now controls the National Railroad Company of Mexico, operating a line between the city of Mexico and Laredo, on the American border, where it makes through connection with United States lines to the north and east. It advertises this route as "265 miles the shortest" between the city of Mexico and the principal points in the United States. It also controls the Mexican Railway, which runs from the city of Mexico to the gulf port of Vera Cruz. A projected line will connect with the Vera Cruz route at Cordoba and run southeastward to Santa Lucrecia, where it will join the Tehuantepec line. With the completion of this system, practically controlled by the Government, there will be established a fairly direct all-rail route from all parts of the eastern half of the United States to the port of Salina Cruz. The distance from New Orleans to Salina Cruz by that route would be a little more than 2,000 miles, about 1,300 miles of it being in Mexican territory.

From New Orleans to the gulf terminus of the Tehuantepec line, at Coatzacoalcos, the water route would be very much shorter than the run to the Isthmus of Panama, and there would even be a small advantage in shipments from points on our eastern coast as compared with the Panama route. The saving in distance from England and from European ports would be inconsiderable, but the route would present no serious disadvantages. The relation of these various points to Salina Cruz as compared with Panama can be clearly seen only by reference to maps showing both North and South America.

For rail shipments from the United States an alternative to this route is presented, and some, though much less, attention has been paid to it. In addition to its interest in the lines already mentioned, the Government is interested in the Mexican International, which connects with American systems at Eagle Pass, on the Texas border. This line is now in operation as far as Durango. A not far distant day will see it carried westward for 150 miles to a terminus at Mazatlan. This will open another trans-Mexican route and put New Orleans into connection with the Pacific ocean by a 1500-mile rail route. For rail shipments from the United States, and even for passenger traffic, the Mazatlan route may well become the popular highway to the west coast of South America. It is even quite possible that it will become the terminus of a west coast steamer route on which Salina Cruz would become a port of call.

Whether these plans of Gen. Diaz are commercially feasible or not, their inception and their essay are alike creditable to him and to Mexico. That they appear to enter into competition with the plans of the United States in that area is commendable rather than otherwise. It shows life and good pluck. The more life shown, the more business will Mexico do. The more business she does, the larger will be our share in it. The more commercial pluck shown by our neighbors, even though it appears in the furtherance of plans conflicting with our own, the more will Mexico command respect in the world in which she is now beginning to play a part of some importance. If she can open up a route which really competes in the field of interoceanic trade, so much the better for all concerned. That Porfirio Diaz believes that this can be done is known from statements made by him in personal conversation and is confirmed by a review of his attitude toward those Mexican railway enterprises which will fit in as links in his projected route between two great world markets.

NEBRASKA WEBSTER A GIANT?

A Clergyman Who Thinks a Roosevelt and Webster Ticket Would Pull Through.

TO THE EDITOR OF THE SUN—*Sir:* Reading the fact in a recent issue of THE SUN that the Republicans of Nebraska have announced John L. Webster as their candidate for the Vice-Presidency in the next National Republican Convention, I take the liberty to offer some information concerning Mr. Webster that may be of interest. Having lived in Omaha for a number of years, and being more or less intimate with him, and having come into contact with a number of men of national prominence, I am confident that Mr. Webster's candidacy is by no means ephemeral, nor will the plan of it remain for execution west of the Mississippi alone.

Imagine a man in the very meridian of life, of splendid physique, presenting a personality impressive in any gathering where intellectual power is the chief fact; rather tall; clear gray eyes; mustache covering the mouth; chin and jaws square and firmly set, with the hair thin above the temples and slightly frosted, rather by the efforts of a strenuous life than by the number of years, and throw around this figure an atmosphere of power—then you have a fairly good picture of John L. Webster, the greatest lawyer the wide empire west of the Mississippi River has ever produced.

While Mr. Webster is a lawyer whose ability and success are well known to the members of the American Bar Association, to a great many corporations of the East, to every man, woman and child in the State of Nebraska, he is not what might be termed a familiar figure in the episodes of national political life. While for years he has always been interested in politics, his genius has been in the service of the law. Here he has made his success, and, likewise, in this success is his testimony to remarkable fitness for the Vice-Presidency of the nation.

The day has gone by when any sort of a man was considered good enough as the tail-end of the national ticket. Change in the trend of Senatorial legislation, national tragedies that are prevented from bringing final disaster only by the foresight of political conventions and the probability that henceforth the Vice-Presidency will play a more prominent part in the affairs of administration than it has have conspired to make the selection of the man who will act as side partner to Mr. Roosevelt during the next four years of government a matter of momentous concern. Perhaps in the range of vision falling upon the names of men who are now suggested as possible candidates for this position no one can claim superiority, and it is doubtful if the claim could be made good to an equality with John L. Webster.

In the first place, Mr. Webster lives in Nebraska. He is a Western man, with all the virility and strength necessary to carry on life, so tremendous and portentous, in the West, yet having the native culture and refinement bred by generations of ancestors springing from the best stock of the Puritan fathers—a combination that gives him remarkable effectiveness when coming into contact with men. The West is entitled to the Vice-Presidency, and of all States in the West none can lay better claim to the title than Nebraska; and if anything will cinch the State to the Republican party it will be the recognition by that party of one of Nebraska's most splendid citizens.

Mr. Webster possesses administrative ability to a remarkable degree, is a splendid parliamentarian and approximates the ideal as a presiding officer. In intellect he is a giant. The nation has heard much of Senator Thurston, who for years was the attorney for the Union Pacific in Omaha, and of Gen. Manderson, who represented Nebraska for two terms in the United States Senate and was the presiding officer of that body for a number of years; but Webster towers above either of these two men, in brain power, comprehension of large affairs, and fascinating personality that mark a full-orbed manhood. He is not a politician who can engage in the precinct caucus and beat the Alderman of his ward or the saloon keeper half-way down the block from his law office; but he can deliver an opinion on the Constitution, draw a logical conclusion from the political history of the past to apply to the present, with all the power, clearness and grasp of any of the mighty ones who have walked in the realm of statecraft from the days of Calhoun until the present.

I make no false eulogy of the man; for the things that I speak of him will be attested, even by his most ardent political enemies. Well-balanced in his judgment, conservative yet progressive in his estimates and executions of plans, thoroughly informed as to political conditions throughout the entire country, learned and scholarly, still always a man of affairs, and eloquent with a charm of speech that fascinates and compels the attention.

I am quite sure that no State in the West has produced his superior; and scanning the horizon one finds but very few who can be accounted his peers. It would be a magnificent thing for the Republican party, not only as a means to easy victory, but as a delight and honor to itself, when victory was won, to select John L. Webster as its candidate for the Vice-Presidency of the United States.

EDWARD FREDERICK TREFZ,
Pastor First Congregational Church.

BINGHAMTON, N. Y., Aug. 21.

Next Comes the Mighty Muskallonge.

TO THE EDITOR OF THE SUN—*Sir:* In the controversy now going on in the columns of THE SUN as to the respective merits of our American game fish, the muskallonge seems to have been entirely overlooked. For many years I have been an enthusiastic disciple of Izaak Walton, and have caught the wary black bass in both the waters of the United States and Canada, and while I do not wish to detract from his game qualities in the slightest, yet "inch for inch and pound for pound" the Canadian muskallonge can give cards and spades to the gamest bass that ever swam. A stronger, fiercer or more tireless fighter than the 'longe does not exist. He knows all the tricks of the black bass and a few the bass does not know, and when hooked with light tackle will give a man a run for his coin that a bass simply couldn't give. CANUCK.

NEW YORK, Aug. 21.

"Nothing Doing."

TO THE EDITOR OF THE SUN—*Sir:* In the story of "Dombey and Son," Capt. Cuttle visits the old dealer in marine instruments, who in speaking of his troubles uses the following phrase: "There is nothing doing, nothing doing." Was this the original expression? MR. TOOTS.

BROOKLYN, Aug. 23.

Prof. Woodberry's Tribute to His Late Colleague, Thomas Randolph Price.

Sleep, soldier of the South, who loved me well!
In many a heart is heard thy passing bell,
Here in the North where thy last labor was,
And down lone valleys of the long lost cause
Where thy young mates, lapped in heroic sleep,
Their green peace, envied of the living, keep.
The harder lot was thine—to live and toil
That sons as noble grace their native soil.
Sleep, gentle scholar of the golden lore
Of English speech, who from thy Attic store
Brought mastery of all tongues that poets use
And Europe ripens, sacred to the Muse!
O loyal nature, learned, eloquent,
Whose kindly courtesy to all men went,
I praise thee not for these, though worthy praise;
These have I found not seldom in life's ways.
But the sweet patience that adorned thy life,
To take the blows of this half-brutish strife,
And if on thee some natural griefs must rain,
With quietness to dignify thy pain—
This, more than all the Muses' garnered art,
Taught reverence to my eyes, love to my heart;
For thou hadst borne the worst, and learned to bear
All lesser sorrows in one great despair.
O much enduring soul who enterest peace,
Still shall our love for thee on earth increase;
Now, poet, scholar, soldier, on death's plain
Sleep with thy early friends in battle slain!

G. E. WOODBERRY.

THE DEMOCRATIC SIMPLICITY OF NEWPORT.

Favorable Observations of a Bostonian Who Has Travelled and Read.

TO THE EDITOR OF THE SUN—*Sir:* When Col. Henry Watterson wrote his celebrated article about Newport he must have been dreaming or had never visited this magnificent social centre. I enjoyed a few days' fishing and observing there this week with immense delight and amazement.

I have read Gibbon's Rome, and the story of Greece back to the days of Pericles, and also Lecky's "European Morals."

I have seen Li Hung Chang with his 300 servants in their Oriental grandeur; but nothing to compare with the superior refinement and quiet beauty of Newport. The subtle impression is one of superb repose. There is not the slightest scintilla of evidence to show a decaying civilization. I did not observe any ostentatious display of wealth. All is elegant simplicity—even to the dressing. Cliff Walk, the most noted in the world, is open to everybody—including rail-splitters like Lincoln, wood-choppers like Gladstone and bronco-busters like Roosevelt. One home was pointed out, owned by a gentleman who cuts hay in his shirt sleeves in the morning and gives the most sumptuous dinners in the evening. He also has the noble and just habit of pensioning for life with full salary all persons who have been in his employ for twenty years. No old man or old woman is ever turned out on the grass.

Another Newport gentleman pays his servants a year's wages in advance when he starts upon a European tour, and it is optional with them to return to him, or go elsewhere, as soon as he comes back to America.

I saw some as fine horses as were ever bred in old Kentucky, and no drunkards. The most interesting work of art in Newport is Stuart's great portrait of a distinguished Southerner by the name of George Washington.

It is true that there have been some divorce cases. But why worry about divorces? Pericles was a divorced man, Charles Sumner was a divorced man, Ruskin was a divorced man, Napoleon was a divorced man.

Love always has and always will laugh at locksmiths, and all the world loves a lover. Newport is no longer called the 400, but the 550. We were driving out one day and noticed a group of frolicsome country lassies. One of the brightest laughed and said: "Don' look at us. We belong to the 25,000." Our driver, an Irish wit, retorted: "I belong to the middle class, the 22,500."

In this entrancing object lesson there is an odd-looking brick cottage, slightly run down at the heels, and fronting on the ocean. It is owned by two old maids, who have refused fabulous sums for it. They say that they have enough money to live on, and prefer to let the old home remain as pa left it. The 550 smile and drive on, unable to get possession and make improvements.

Newport is the most marvellous architectural and landscape achievement in the history of mankind. Certainly it has the healthiest and purest atmosphere, the finest fish, the best bathing beach and the most beautiful flowers on earth. One is constantly reminded that God made flowers for angels to give to the poor and worthy.

I heard of one celebrated party where the hostess, after the guests were assembled, turned loose 100 young rats, and they do say to this good day that there was never before in Newport or anywhere else such screaming and sudden displaying of fine hosiery. But this was fun—not food for stupid complaint.

Royal villa after villa greets the eye—monuments to the genius of man. And the women—what shall I say of them?

As unto the bow the cord is,
So unto the man is woman.
Though she bends him, she obeys him,
Though she draws him, yet she follows:
Useless each without the other.

Newport, I applaud thee. I am proud that thou art in this

The land of the free,
And the home of the brave.

A country without ruins: but full of military, naval and civic splendor. L. G. M.

BOSTON, Aug. 22.

Lynching and "the Law's Delays."

From the Rochester Democrat and Chronicle.

As to the much-discussed subject of lynching, no more vicious nonsense is uttered than that which regards the lynching mania as an expression of popular impatience with the "law's delays" and proposes to cure the mania by taking steps to expedite business in the criminal courts. The fact that this nonsense is uttered by men in high position who ought to know better makes it not the less nonsensical.

The fact probably is that the "law's delays" have about as much to do with the spread of the lynching mania as the shortage of the apple crop in Monroe county has to do with the Macedonian uprising. To suppose that a lynching mob determines to murder a suspected criminal because it fears that if he isn't murdered his punishment will be long delayed or altogether omitted, is to attribute to a lynching mob something it doesn't possess, to wit: reason. To be sure, the reasoning attributed to the mob by this theory is very crooked reasoning, but that makes no difference. A lynching mob is as incapable of any sort of reasoning as a mad dog. It is a many-headed brute running amuck, swayed solely by the instincts of the most primitive savagery. The "law's delays" the cause of lynching! Bosh! A typical American lynching mob bent on gratifying its beastly instincts would take its victim off the scaffold, out of the hands of the public executioner, rather than miss its orgy. Some lynching mob is going to do that very thing some day, to the utter confusion of the theorists.

Moreover, the remedy proposed by the theorists is worse than the disease. Stripped of disguise it is simply "railroading" to the gallows, innocent or guilty, every man accused of a heinous crime. The theorists, in effect, propose to substitute one form of lynching for another—lynching by the courts for lynching by mobs. Of the two forms that now in vogue is decidedly preferable.

The Danbury Listener for Katydids Answered From Danbury.

TO THE EDITOR OF THE SUN—*Sir:* I, too, am interested in the sign of the katydids and have kept track of them for several years, and they never miss the date by more than a day or two. We first heard them Aug. 17, and if "P. N. S.," whose contribution appeared in THE SUN of Aug. 22, would wander along the upper part of Elm street about 8 o'clock in the evening he would be satisfied that the katydids had appeared. S. E. T.

DANBURY, Conn., Aug. 22.

Explanation as to the Anti-Kissing Park Board in Boston.

TO THE EDITOR OF THE SUN—*Sir:* In your issue of this morning you say, under the heading "Kissed in a Canoe," a young couple were arrested for violating a rule of Boston's