The Sun.

WILLIAM M. LAFFAN.

FRIDAY, AUGUST 28, 1903.

Subscriptions by Mail, Postpaid.

DAILY, Per Month	$0 50
DAILY, Per Year	6 00
SUNDAY, Per Year	2 00
DAILY AND SUNDAY, Per Year	8 00
DAILY AND SUNDAY, Per Month	70

Postage to foreign countries added.
THE SUN, New York City.

PARIS—Kiosque No. 12, near Grand Hotel, and Kiosque No. 10, Boulevard des Capucines.

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It Was a Famous Victory.

This famous victory of the Hon. TOM JOHNSON—what does it amount to? Nothing for this year: that is admitted. Much for next year: that is expected. What is the discount value of the expectation?

TOM has the Ohio Democratic State Committee. Therefore, TOM will be able to send a Johnson delegation to the Democratic National Convention.

Well, suppose nothing happens to his plans, suppose the Ohio Democrats cannot or will not resent his rough-handed and two-faced policy or put his machine out of business. What prestige will TOM JOHNSON bring into that national convention?

He expects to be beaten at the polls next November. There is every prospect that he will be beaten monumentally. If he is, he will be an instructive instance of the vote-drawing power of Bryanism.

TOM's nomination may be a worse thing for him than for his Democratic opponents.

The President's Proofs.

It was a year ago that the President, escaping from the wearying drudgery of faithfully executing all Federal laws, "took to the road," affirming that capital was unreasonably, unlawfully and continually restraining trade, instead of releasing and promoting it, and, therefore, capital should be restrained by the Government of which he then happened to be the executive head.

The declaration made by one holding and exercising the office and the vast powers of President was startling and could but be serious in its consequences.

It was gratuitous, unprovoked and uncalled for by any conduct of capital in regard to the President, either as an individual or as an officer, or in regard to the Administration of which he was the chief. Capital had stood by him and upheld him, as it had his predecessor. The relations between capital and himself were, so far as the country could discern, most satisfactory.

JACKSON, in his memorable contest with what was then described as "the money power," believed, or thought he believed, that "the Bank" had, for selfish purposes, assailed him, his Administration and his party. He exercised his power in self-defence.

BRYAN used his then persuasive tongue and pen in a way to persuade the farmers of the West and the planters of the South that American capital had conspired with European capital, and especially British capital, to demonetize silver and thereby decrease the dollar price of their products and increase the burden of their debts. Thus farmers and planters were, till Mr. MCKINLEY's election, infected with the idea that American capital was seeking to devour them, but, after his inauguration, when capital had emerged from its mysterious caves, labor began to feel again its friendly supporting hand. That relation of confidence continued till MCKINLEY died, and so far as concerned the wish and effort of capital it would be in existence to-day.

Into a full consideration of the motives impelling his successor to sunder those relations there is no occasion at this time to enter.

When the disagreement between capital and labor became acute in the coal mines of Pennsylvania, the preliminary ways and means used by the German Emperor, under similar conditions in north Prussia and Silesia, were copied by the President. The leaders were summoned into his presence, each side was lectured, and then ordered to depart in order to agree together. Finally, he took the dispute into his own hands, under circumstances which revealed, according to the rule that every one intends the natural consequences of his acts, an intention to proclaim to the walking delegates of the unions that they could look to him thenceforth as a partisan of theirs.

Day by day, speech by speech, North, South, East and West, raids against capital conducted by the President went on. Nobody could think of any other than one motive. Finally, Congress was officially called upon by him to authorize the head of the new Department of Commerce to use the tremendous power of the United States in carrying on inquisition into the doings of corporations and report the result to the President. Congress did what it had been called on to do by the President.

Up to that time the taking care that corporations—their promoters, underwriters, agents, directors, venders of shares and bonds—obeyed the law of the land, common law and equity law, had been intrusted to the judicial branch of the Government, on complaint by any proper party alleging injury.

It is to be hoped and assumed that the President when he began his assaults on capital capitalists and corporations a year ago had in his possession evidence showing a probable cause for him to believe that capital was unreasonably restraining trade and doing all the other unlawful things he intimated.

It is to be taken for granted that he straightway placed all the evidence in the hands of Secretary CORTELYOU and that the Secretary has ever since been conducting a vigorous inquisition to determine the truth or falsehood of the President's information against capital and his fellow countrymen who are its owners.

There will have been ample time for preparing a full report to accompany the President's December message to Congress.

If he can send to Congress evidence found by him showing that capital has generally or even sporadically restrained trade unreasonably by unreasonable monopoly prices, during MCKINLEY's terms of office or since, he will be justified; but if he fails to make good by competent specific testimony his offensive averments against capital, he must stand condemned.

Yesterday's Yachting Failure.

An anti-climax is one of the most dispiriting evils which beset the path of aspiring humanity. Consequently the fifth meeting of Shamrock III. and Reliance, which must take place to-morrow, is likely to be but a dull affair. It will probably be like the superfluous third act of a badly made comedy. But Reliance must defeat the challenger three times in all before the historic Cup may be put back into the locker to await the fourth voyage of Sir THOMAS LIPTON to these hospitable, yet nautically ungenerous, shores.

Yesterday's failure was especially unfortunate, because the American champion had her opponent beaten from start to finish. The wind was so light that the possibility of finishing the race was questionable from the moment the competitors went over the line, both of them after the expiration of the handicap time. In such conditions it was perhaps fortunate that the race was not completed within the time limit. It was not a race; it was a procession, and a very poor procession at that.

We have heard a good deal about the Shamrock's being a wonder at turning to windward in light weather; but the only wonder yesterday was that aroused by her sluggishness. The speed of Shamrock III. in light airs has been sadly overestimated, and her crew has learned that to beat Shamrock I. is a pleasant pastime compared with the struggle to keep within signalling distance of Reliance.

Are there any conditions in which the challenger would give anxiety to the ship's company on board the defender? Perhaps those conditions might be found in a 25-knot breeze, when club topsails could not be carried to windward, and a lively sea, which would operate unpleasantly on Reliance's broad, flat bow. But in a beat to windward and return in a 20-knot breeze and a moderate sea, a triangular race with a moderate breeze and no sea and a windward and leeward race with a very light wind and the ocean like a millpond Reliance has been consistently the leading yacht.

It seems fair to conclude, therefore, that there are no conditions in which the challenger could defeat the defender, hence the postponement of the final race is only a prolongation of the agony of Sir THOMAS LIPTON.

The New Cunard Subsidy.

A decade has now elapsed since the Campania and Lucania were completed for the Cunard company, and no British built steamship intended for the transatlantic passenger service has since surpassed the speed of about 22 knots attained by the vessels named. Meanwhile two German companies, the North German Lloyd and the Hamburg-American lines, have put on the North Atlantic four steamships—the Kaiser Wilhelm der Grosse, the Deutschland, the Kronprinz Wilhelm and the Kaiser Wilhelm II.—which have brought the record of ocean speed up to 23½ knots. Now, however, the agreement made by the British Government with the Cunard company offers British shipbuilders a chance of carrying the speed record to 24½ knots or higher. The conditions under which two new Cunarders are to be constructed are discussed from the viewpoint of experts in the well-known journal *Engineering*, and confidence is expressed that the record for speed will revert to the British line.

In consideration of the fact that the two new vessels are to be at the disposal of the Admiralty in war time, the agreement provides that the British Government shall advance to the Cunard company a sum sufficient to pay for them, not exceeding $13,000,000, secured by bonds bearing 2¾ per cent. interest. The money is to be advanced by installments, when an inspector appointed jointly by the Admiralty and the company shall certify the realization of certain stages of progress. We add that the loan shall be equal to one-twentieth of the total amount of the advance. Practically, the British Government furnishes the money with which the loan is to be repaid. It covenants to give $750,000 annually for twenty years to the Cunard company, on condition that it shall forthwith cause to be built in the United Kingdom two steamships of large size capable of maintaining the minimum average ocean speed of 24½ knots an hour in moderate weather. Should this speed not be maintained, but should the speed not fall below 23½ knots, a deduction is to be made from this annual subvention, the amount of the deduction to be determined by agreement between the parties, or, in the event of their inability to agree, by an arbitrator. It is not certain that the ships will be rejected, even if they fail to attain the speed of 23½ knots, but there is no doubt that the Cunard company will aim at 25 knots, and *Engineering* believes that the aim will be fulfilled.

The annual subsidy to which we have referred is exclusive of the money to be earned by the carriage of the mails. It is stipulated that during the term of the agreement the company shall convey mails from Liverpool or Queenstown to New York once in every week, employing for such purpose the fastest of the steamships for the time being owned or chartered by the company. For this mail service the company is to receive a minimum sum of $340,000 a year, but whenever in any one week more than 100 cubic tons of parcel mails shall be carried a further sum of $6.56 is to be paid for every ton in excess of the quantity named.

It seems that the designs for the two new Cunarders are in an advanced stage, and it is expected that one of the vessels will be built on the Clyde and the other on the northeast coast of England. They are to be built in conformity to plans and specifications approved by the Admiralty, and, in pursuance of British naval practice, it is intended to make the machinery for the two ships in duplicate, or, in other words, to adopt the principle of standardization. It is as yet too early to analyze the plans in detail, but *Engineering* is convinced that they will be acknowledged to represent the most satisfactory compromise between the requirements of passenger and mail service and those of merchant cruiser duty in times of war.

Is the outlay required for the high speed contemplated by the Cunard company for its new passenger steamers justifiable from a commercial point of view? *Engineering* admits that, viewed separately, high speed in steamships may not pay, just as it is doubtful whether in England a high speed railway, deprived of mineral traffic, could be successful financially. There seems to be no doubt, however, that one branch of a steamship service materially assists the other. The prestige secured by the attainment of the speed record has a tendency to attract business even to the freight steamships of a company.

Austria and Greece.

The forthcoming conference at Vienna of the Emperor FRANCIS JOSEPH, King EDWARD VII. and King GEORGE of Greece will be an event of international importance, for it is undoubtedly connected with the events now passing in the Balkans. It will probably mean the ending of the feud between Austria and Greece, which began when the former handed over RHIGA, the village schoolmaster of Velestino, in Thessaly, and the poet of the Greek Revolution, to the Turkish hangman at Belgrade, early in the last century. That feud has continued ever since.

It was the Austrian influence backed by Prussia that crippled Greece territorially at the time of her emancipation from the Turk; and it was the same influence, with the same support, that, when the conference of Berlin, in 1880, had given to Greece a compact territory with a defensible frontier, caused it to be whittled down to what was eventually conceded by the conference of Constantinople, in 1881, and handed over the same year, after Mr. GLADSTONE's Government all but threatened to use force to compel the observance of treaties and conventions by Turkey. It must also be said that Italy was with Austria and Germany on that occasion. The Greeks have always borne these things in mind, and consistently rejected the overtures that were made on several occasions by Austria for closer relations.

In the recent war with Turkey, Austria again showed herself implacably opposed to Greece, and it was chiefly due to her pressure and that of Germany that there was a rectification of the Turco-Greek frontier in Thessaly on the conclusion of peace, and the key of the Greek defence of Thessaly, the Miluna Pass, was handed back to the Turks. It was also the Austro-German threats that prevented the Greeks from using their navy to prevent the reënforcement and supplying of the Turkish Army operating against the Greeks.

But circumstances have changed, to the disadvantage of Austria. The tortuous policy that was pursued by Count ANDRASSY toward all the Balkan States at the Berlin Congress, and subsequently by himself and his immediate successors, has reacted in the profound mistrust to be found existing all over the Balkans against Austria and Germany. Not even the beneficent administration of the late Austrian Finance Minister, BENJAMIN VON KALLAY, in Bosnia and Herzegovina, has had the effect of making popular the idea of Austria's organizing and predominant power in the Balkans.

It may have been reserved for King EDWARD VII. to act as mediator and to bring about a better understanding on the part of the greater Power toward the lesser. If so, a great point will have been gained, and one of the greatest obstacles to the settlement of affairs in European Turkey will be removed.

A Question of Natural Increase.

The last number of the quarterly magazine published by the Federation of Churches—the association which is doing so much valuable work in the collection of statistics as to the social and religious conditions of the population of New York—contains the information that over one hundred clerks are now busily engaged in the Census Bureau, at Washington, in tabulating "the fecundity of the social classes, the races, the occupations and the localities of the United States"—in other words, are gathering material for a statistical exhibit on the "race suicide" question.

So far as New York is concerned, this Federation has pursued the subject with a thoroughness which cannot be expected from the Federal Census. Its system of collecting such statistics seems to be very perfect, and in tabulating them and drawing conclusions from them Dr. WALTER LAIDLAW, the secretary of the association, exhibits rare ability. Moreover, the statistics presented by him supplement those gathered by the Census, in furnishing "data for computing fecundity in terms of religious faith." It will also be seen that they have a pertinency to the discussion now going on among our correspondents concerning the influences which the great immigration of the present time will have on the American race and on the social, religious and political destinies of this republic.

Dr. LAIDLAW's New York statistics indicate that the average number of children is greatest in Jew families, that it is larger in Roman Catholic than in Protestant families, and in the "positively Protestant" than the "indefinitely Protestant," and is smallest in the Agnostic. In every district investigated the same result was disclosed. The percentage of childless families or families with only three children is lowest among the Jews, with the Roman Catholic next, the Protestant Christian next and the Agnostic highest.

M. BERTILLON, after a study of sociological statistics of selected populations in Paris, Berlin, Vienna and London, laid down the law that "the birth rate of the poorest localities is three times that of the richest localities." Dr. JOHN S. BILLINGS, in his study of the subject in our Census of 1900, reached a directly contrary conclusion. The better-to-do the Jewish families, the higher he found their average of children to be. The statistics of this Federation are to the same effect. In typical districts it finds, with reference to the Jews, that "the average is higher in families with domestics than in families without them."

Dr. WALTER LAIDLAW's conclusion is that, "beyond a peradventure, religion has more to do with the birth rate, and especially with fecundity, than statistical writers have been wont to concede." He agrees with the view that the high birth rate of the seventeenth and eighteenth centuries was due largely "to the influence of the Church of that time," when the command of Genesis, "Be fruitful and multiply and replenish the earth," was regarded as imposing a positive religious obligation; and he holds that lessened religious belief in the authority of the command is one of the main causes of the diminishing fecundity of this period. He points to the tabulation of statistics gathered by the Federation in New York as proof that as the religious belief declines the average number of children to a family diminishes. Protestant families with a distinct religious belief have a higher average of children than those which have none, and the lowest average is among Agnostics.

Perhaps our correspondents who are agitated over the new immigration, the greatest in our history, will find food for thought if not fuel for additional alarm in the statistics of Dr. LAIDLAW.

The Hat on Parade.

Here is an important piece of labor news from the *Pittsburg Dispatch*:

"Patterned after a hat worn by the most famous advertiser of the broad brimmed black felt, the hats of the several hundred aides in the Labor Day parade in Pittsburg will be exact duplicates of one of those used by President ROOSEVELT. The sample hat, one worn by the Chief Executive, is in the possession of W. J. KELLY, secretary of the general committees, he having written to and secured it from Mr. ROOSEVELT. That there must be some interesting history in the well-worn tile that is the all-absorbing point of interest at Labor Day headquarters is presupposed, but no history, no reading matter, nor any comment accompanied the gift. A local hatter has been engaged to make exact duplicates for all aides to the marshals."

There had been much discussion among the marshals and aides as to their headwear, but as soon as that Chief Executive hat appeared all discussion was hushed. As our Pittsburg contemporary says, "all suggestions and suggestors quailed before the argument for the headgear 'like TEDDY wears.'"

Mr. ROOSEVELT has often paid his homage and shown his allegiance to organized labor. It is a graceful act for organized labor to wear his badge.

The State Department will do all that ought to be done in the matter of holding the Turkish Government to strict and prompt account for the murder of MAGELSSEN, our Vice-Consul at Beirut. Everybody can be sure of that. As an international incident the affair is of no special significance unless it should appear that Mr. MAGELSSEN was assassinated because of his nationality, a reason not likely to obtain in a city where so many Americans have enjoyed life, liberty and the pursuit of happiness for so many years as in Beirut.

Various Advice to the Yachtsmen.

TO THE EDITOR OF THE SUN—*Sir:* J. McCormack's letter in your issue of Aug. 25, is so far off in its premises that it is well the public should know thereof.

Sir Thomas is not an Irishman, but is to all intents and purposes (other than naming his racing yachts) a Scot "frae Glesca." All he knows about Ireland is what he learned from his father and mother, who were Irish, long resident in Glasgow, which claims Sir Thomas as a son; and no son of Saint Mungo is better known than he.

In building these racers, he knows more about where they ought to be designed and built than does your correspondent. Belfast has certainly built the "largest and finest greyhounds," but what Sir Thomas wants is not a large and fine racer, but a fleet one; and in the building of fleet ocean greyhounds Belfast is not one, two, three with Glasgow or the Clyde vicinity. This applies also to yacht building, giving all credit to Belfast for what it can turn out in the way of marine architecture.

As regards the skippers, on whom so much depends for the successful sailing of a boat, the old skippers along the west coast of Ireland are, like the fishing industry there, mighty slow, and the people on the Clyde take one grain of comfort from the successes of the Columbia and now of the Reliance; and that is, perfect handling of both by a Scot frae Gourock.

After all, so far, expert designers and builders in England and Scotland have found the task of bettering their Yankee cousins hopeless; therefore, how much more hopeless would the effort be if Sir Thomas adopted your correspondent's suggestion. No, no. Let Belfast or other Irish shipbuilding centres begin the study of yacht designing and building now, and in the meantime let the genial British Baronet marry an Irish girl, and probably the issue, one or two generations hence, may be able to get a yacht Irish all over to "lift the Cup", for I believe even at that distant date the opportunity will still be available.

HOOT MON.

MONTCLAIR, N. J., Aug. 26.

TO THE EDITOR OF THE SUN—*Sir:* To at least one of your readers, who is keenly interested in the international yacht races, judging from the newspaper reports of the races already sailed, the success of the Reliance on Thursday, while winning the series of races and thereby retaining the precious Cup, would, nevertheless, leave unsettled the question as to which is really the superior boat.

If these international yacht races have any purpose whatever, it must be to decide which boat has the superior construction and is built along the lines producing the greatest speed. Faulty seamanship or bad handling of the Shamrock III., which has been repeatedly charged, if true, does not decide the question as to which is the superior or faster boat, even though the Reliance should cross the finishing line ahead of the Shamrock three times successively. Indeed it would be the same kind of a decision, as would be Cresceus coming under the wire ahead of Lou Dillon when it was apparent to everybody that the latter horse had been badly handled or perhaps doped.

It seems a pity that after hundreds of thousands of dollars have been spent in preparing for these races a decisive result should not be attained. In order to determine which is after all the superior boat, I would make the suggestion, through your paper to the owners of the two yachts, that they agree to sail, after the present series is over, another race, or series of two or three races, with the crews of the yachts changed—Capt. Barr and his men to be on the Shamrock, and Capt. Wringe and his crew to be in command of the Reliance.

In this way the result would show whether the important factor in the cup races was superiority of yacht or superiority of seamanship.

Such a contest would arouse unbounded interest both in this country and in England. Capt. Barr and his crew would do their best to win on the English boat, thereby demonstrating their superior seamanship, while, on the other hand, Capt. Wringe and his men would do all in their power to bring the American yacht in ahead, thereby showing that the Reliance won the Cup races, not because the Shamrock was not skilfully handled, but because she (the Reliance) is the superior boat.

I believe it will only be necessary for you to bring this matter to the attention of the interested and proper parties to have the plan I suggest adopted.

HORACE G. KNOWLES.

WILMINGTON, Del., Aug. 26.

TO THE EDITOR OF THE SUN—*Sir:* The writer suggests rechristening the Reliance and calling her "Lipton's Tease."

JENNIE PHILLIPPS.

NEW YORK, Aug. 27.

MR. LITTAUER, LETTER WRITER.

The Hero of "Gaunts" Advises the President: "Don't Trust Odell or Platt."

From THE SUN of Aug. 22.

OYSTER BAY, Aug. 21.—Governor Odell's visit here to-day, it is said, has resulted in the establishment of the best relations between the Governor and President Roosevelt.

From THE SUN of Aug. 27.

GLOVERSVILLE, N. Y., Aug. 26.—While there is no doubt that Governor Odell will be well taken care of on his tour of the State to address county fairs and farmers' picnics, it is doubtful if he will at any point have as big a demonstration in his honor as he will receive on his visit at the Fulton County Fair in Johnstown on Sept. 3. This is the home county of Congressman Littauer, and Littauer, it is said, wants to have the demonstration as elaborate as possible.

Republicans in the confidence of President Roosevelt asked yesterday: "When Governor Odell visited the President at Sagamore Hill on Aug. 21, did the President show the Governor that letter from Representative Littauer?"

"What letter?"

"Haven't you heard about that letter? No? The President ought to show it to you. It's a gem. It's in Mr. Littauer's best style. Mr. Littauer likes to call himself a scholar in politics. He says he is a purist and that since he became active in Fulton county and in the adjacent territory political methods have been cleaned up and politics put on a decent basis. His opponents scoff at this claim and say Mr. Littauer uses every known political method to bring about his ends."

"But what was that letter you say Mr. Littauer sent to the President."

"Don't you know about it? No? Well, the President's friends and the Governor's friends know all about it. Things will leak you know. Perhaps Governor Odell does not desire to take offence at the moment, even if he is aware of the existence of the letter."

"When was this particular letter written by Mr. Littauer to President Roosevelt, and why are you so mysterious over its contents?"

"This particular letter? Oh! it was written by Mr. Littauer to the President only a short time ago. Fifty Republicans in the State and in Washington know about it, and you might as well know it, too, as it is bound to get out. You see, ever since President Roosevelt became President, Mr. Littauer has taken it upon himself to keep the President informed as to the Republican situation in New York State. He has done this by means of personal conversations and much letter writing. You know Mr. Littauer, according to recent publications in THE SUN and other newspapers all over the United States, has demonstrated his ability to write letters. He should compile a work and name it 'Littauer's Ready Letter Writer, or How to Juggle with a President and a Governor.' Mr. Littauer could write another work and call it 'Commerce and Politics—How to Stitch Them Together for Your Own Pocket—The Cost of Congress Nominations.'"

"But about that letter?"

"Mr. Littauer wrote to President Roosevelt giving him his ideas as to the Republican situation in the State, incidentally said a word about glove contracts, and wound up by admonishing the President NOT TO TRUST ODELL OR PLATT."

"What! Mr. Littauer and the President and Mr. Littauer and Governor Odell have been bosom friends. Mr. Littauer and Governor Odell have been more than friendly. They have been intimate as brothers."

"I can't help that. You have observed probably that Mr. Littauer hasn't been to Oyster Bay this summer, haven't you?"

"What did the President say when he received Mr. Littauer's letter admonishing him NOT TO TRUST ODELL OR PLATT?"

"Ask the President."

"I will not."

"Well, the President has been in politics exactly twenty-one years, since he was an Assemblyman in the old Twenty-first district in this city. He has seen political perfidy in 11,111 shapes. For seven years he has known of the intimate relations between Governor Odell and Mr. Littauer, socially, politically and financially. I won't tell you what he said. Amazed? Yes. Paralyzed? No. What does the Governor say? Ask him, but really, I do not know if the President showed him Mr. Littauer's letter telling him NOT TO TRUST ODELL OR PLATT."

A Question About the Remarriage of a Divorced Woman.

TO THE EDITOR OF THE SUN—*Sir:* Can you, through your valued columns, kindly enlighten me as to whether the Catholic Church, which has always stood out so boldly and firmly in all ages regarding marriage and divorce, has in a number of cases of late in the higher circle of society countenanced the remarriage of divorced persons? I will mention a recent case as an example in the "Newport set," namely, Mrs. Arthur Kemp, who was a Miss Neilson, a Catholic, who was married to Mr. Kemp, a Protestant, in the Catholic Church. Mrs. Kemp was recently divorced from Mr. Kemp and is soon to be married again in Newport by a Catholic priest (Father Fitzgerald). I ask this information so as to be able to answer the question and give the reasons to some Protestant friends who have been chiding me about it.

A CATHOLIC.

NEW YORK, Aug. 27.

The facts in this case are these: Belle Neilson was married April 29, 1897, to Arthur Kemp, a Protestant, by Archbishop Corrigan, not in a Catholic church, but at the home of her mother in Fifth avenue.

On May 25, 1903, Mrs. Kemp obtained a divorce from her husband, at Newport, on the ground of "neglect to provide necessities of life," but by law the divorce was not to become operative for six months. Now it is reported that she is engaged to marry Hollis Hunnewell of Boston, from whom his wife, originally Maud Jaffray of New York, obtained a divorce about a year ago on the grounds, as alleged in her complaint, of "adultery with a woman unknown, cruel and abusive treatment and a confirmed habit of intoxication." The divorced Mrs. Hunnewell was recently married, at London, to John S. Tooker of New York.

A distinguished Roman Catholic priest, to whom we referred the inquiry of our correspondent, informs us that "there is no Father Fitzgerald in Newport, nor has there been," and he adds that if "Father Fitzgerald" or any other Catholic priest "married a divorced woman when the previous marriage was valid, he would be suspended." The inference is that if Mrs. Kemp and Mr. Hunnewell are to be married they will have to get somebody besides a Roman Catholic priest to perform the ceremony.

The Navy and the Merchant Marine.

TO THE EDITOR OF THE SUN—*Sir:* In the merchant service it goes hard with a captain who loses a ship. According to the old rule, he never got another ship. Yet our navy vessels, battleships and cruisers, are run on rocks and sand bars and wrecked, lost, or damaged and no officers of them seem to suffer because of the catastrophe.

Why is this? Might it not be to the benefit of the navy to hold Captains and navigating officers as sharply to account as they are held in the merchant service?

MARINER.

NEW YORK, Aug. 27.

A symposium on Pope Leo XIII., in which Archbishop Ireland, a number of Protestant divines and a Jewish rabbi take part, marks the September number of the *North American Review*. The purely literary part is provided in a morality, "The Hour Glass" by Mr. W. B. Yeats. Articles interesting in another way are those of Mr. Joseph Pennell on Whistler and of Mr. Brander Matthews, professor of dramatic literature in Columbia University, on how Shakespeare learned to write his plays.

THE COST OF COTTON.

The Ideas of Ex-Senator M. C. Butler Analyzed and Discussed.

TO THE EDITOR OF THE SUN—*Sir:* Farmer Matthew C. Butler asserts that present cotton prices are strictly legitimate. The farmer's friend, Secretary Wilson, declares them purely speculative and unwarranted. Here is a difference of professional opinion. Consideration of so technical a matter by laymen may savor of rashness, but there are one or two points in its connection into which even laymen may enter.

There is no rule for the determination of the precise or proper range of legitimate profits in any commercial enterprise. Every man will make just as much as he can. A, who sells his own wares at a profit of 100 per cent., will denounce as robbers such men as B and C, who make 50 per cent. or 25 per cent. on that which A buys from them. There is neither moral nor commercial standard by which profits may be measured or justified. The law regulates rates of interest on borrowed money but fixes no limit to profit on merchandise. As an economic theory, prices and profits are regulated by supply and demand, and, in the main, this principle holds good.

That under this theory raw cotton is now worth more than it was a few years ago may not be questioned. The increase in supply has not kept pace with the increase of the market. A few years ago the market was overstocked and cotton sold in the neighborhood of 5 cents the pound. This was declared to be ruinous to the planters, but it is to be noted that they kept on planting, that they even increased their areas of planting and that no reports of starvation came from the cotton area.

The actual cost of producing raw cotton is difficult of determination by reason of the varied conditions under which it is grown. From such data as are obtainable it may be said that a fairly good plantation, run upon business principles and conducted as a business enterprise along the same lines that are followed in commercial business, can produce cotton at from 4½ to 5 cents the pound, according to the quality of the soil, facilities for shipment and business capacity of the proprietor. But a very large amount of our Southern cotton is produced upon a different basis, and comparatively little of it is produced under what may be called strictly business methods. Much of it is grown by small planters, blacks as well as whites, who plant small areas and produce one bale, five bales, or ten bales as a cash crop. They do not depend upon cotton for their living. That comes from the vegetable garden, the hog pen and the poultry yard. By their own labor they produce the major portion of that which is required for their sustenance. A small field of cotton is grown for the purpose of obtaining money with which to buy clothing, coffee, sugar and such utensils and implements as are necessary in the conduct of the farm. This may be much or little according to the energy and ambition of the farmer and the extent of his farm.

The cost of the cotton thus grown is practically the labor of the farmer. It is not accurately reducible to dollars and cents. If cotton prices are low, he must go without more or less of that which he will buy when prices are high. In this regard, the condition of the thousands of small planters in the South is in no way essentially different from the condition of the small farmers in any section of the country. Their living comes from the field and the barnyard. Comforts or luxuries, and the requirements beyond the possibility of home production, depend upon the extent of some cash crop. It may be wheat, or sugar beets, or hay, or the product of the dairy or the poultry yard. The cost of that crop is the labor expended upon it by the farmer and his family. But as a strictly business proposition it may be said that the cost of producing raw cotton should not exceed 5 cents the pound as a maximum in all ordinary seasons. A properly run farm should even grow it for less than that.

A properly conducted farm should grow a bale to an acre. Few of our Southern farms do that, but that fact only argues indifferent or unbusinesslike cultivation. A bale approximates 500 pounds in weight. Assuming 5 cents as a reasonable cost, 7½ cents for the product should pay the farmer a profit of 50 per cent. The average business man is quite delighted with a return of 10 per cent., and the capitalist is content with much less than that. Between the cotton field and the mill there are sundry charges for freight, storage, brokerage, &c. Making liberal allowance for all these, a market price of 9 to 10 cents still leaves the farmer a very handsome profit on his industry and his investment.

Upon this basis cotton at any figure above 10 cents the pound is either at a purely speculative figure or is the result of a demand in excess of supply, with a consequent enhancement of prices as a result of competition. In the immediate instance, Secretary Wilson appears to have the better of the argument. The planter has not profited as yet by the recent high prices, for the reason that his crop was sold months ago at lower figures. The important question for the farmer is the maintenance of high prices. Should that be effected, he will profit greatly upon the crop which will be gathered this fall. It is rumored that offers have already been made to some planters of 11 cents. This may have been done as a "bluff" with an idea of inducing others to hold on for higher prices and so create a shortage in the market.

With so wide a margin between field cost and present market prices, Gen. Butler's proposal that the mills increase the selling price of manufactured goods is utterly untenable. If simply means that all users of cotton cloth, rich and poor alike, shall contribute toward enabling planters to make a profit far beyond that which is generally regarded as fair and legitimate in commercial enterprises.

BERKSHIRE.

NEW YORK, Aug. 27.

Sports of the Ancients.

Columbus, with his ships, was approaching America.

"Gee!" muttered the Indians, "this is the first man to come after the cup in fourteen hundred and ninety-two years!"

Hastily secreting their treasure, they watched the ships spread out their baby jib topsails.

Paul Revere was doing his famous stunt.

"There's one satisfaction," he gasped, "the small boys can't yell 'Gittahorse' at me!"

Feeling that life was worth living without an auto, under these conditions, he sped on.

Alexander had just received Bucephalus as a present.

"Don't you think it's a fine horse?" asked the courtiers.

"No," he retorted, weeping, angrily "I want Lou Dillon or nothin'."

Spurning the gift, he sought for other worlds to lick.

Three Leaves of Shamrock.

In eighteen hundred und ninety-nine, dot Lipton man, he said,
"I'll build a boat to lift dot Cup, yacht-racing, dot is dead."
He telephoned by Mr. Fife to make him dot design,
A great big yacht mit great big sails to sail der ocean brine.
He took dot emblem of good luck, der Shamrock for a name,
Und shouted dot mit such a yacht he'd get dere yust der same;
But bad luck come unto dot boat, it seemed like she ves cursed;
Columbia left him far behind, und dot is leaf der First.

Den comes in nineteen hundred one, Tom got anudder boat;
Und dot ves quite a lovely ship, so fine as vhat can float;
Dot Second Shamrock, like der first, come here to lift dot Cup
Und moved it down und turned it 'round, but could not lift it up;
Good sailormens vhat knowed it all said she vould cross der line;
She crossed it quick, but vhat's der use? She didn't make der time.
Den peoples said it's not der boat, der fault lies mit der crew;
But vhat did ve care whose der fault? Dot's leaving Two.

Now yet once more Sir Thomas comes und brings a boat mit speed;
Der English vant to shange der name but he said: "Vhat's der need?"
He called dot Shamrock Number Three, und t'ought he'd win der race,
'Cause Erin's emblem Shamrock leaf had never seen disgrace;
He sailed her on der windy side so quick a bird can't fly,
Und turned her 'round behind der wind mit sails avay up high;
But Number T'ree got left dot time, Reliance clipped her wing,
Un all der sailormans are glad, und dis is vhat dey sing:

"Three leaves of Shamrock; Sir Thomas Lipton's Shamrock!
Shamrock der First
Got left der worst
Der Second most der same;
More Shamrocks von't come over,
Unless der four leaf clover;
Der lucky kind
Are hard to find
But dey are never left behind.
Sir Thomas now can tell der King
He got no Shamrocks more to bring."
Vhat?

SINKERS.

TURKEY'S STRONG ARMY.

An Organization That Can Turn Over 1,000,000 Men Into the Field.

From the St. James's Gazette.

At the time of writing, when the Balkan peninsula is virtually an armed camp, and the despatch of Turkish troops, including many Asiatic battalions, to guard the frontiers, continues without cessation, the defensive and offensive capabilities of the Ottoman Empire may fitly be considered. During the war with Greece in 1897 the Sultan mobilized 600,000 men without any great effort; but while that campaign brought out the rapidity of mobilization and the devotion and endurance of the Turkish soldier, it also revealed in high commands indecision and lethargy, and in organization not a few weak points. Since then new laws and sweeping reforms have been put into operation, with the view to perfecting the organization according to the most approved German methods; while the Sultan has declared it his resolve to increase the war footing of his armies to a total of one and a half millions. The organization of the Turkish army only takes Mussulmans into account. In spite of provisions to the contrary laid down in 1836, Christians are still excluded from the Ottoman military service and are compelled to the payment of a substitution tax.

It is only in the medical corps that non-Mussulman officers, usually Armenians or Jews, are found. Certain Mussulmans, such as natives of Constantinople, the north of Albania, Arabia, and Tripoli, are also exempt from military service; while a large number of the Asiatic tribes, Kurds and Arabs, representing a population of over a million and a half, escape regular recruiting either by legal exemption or from their own refusal to submit to it.

For Ottoman subjects military service is obligatory for twenty years, viz., from the age of 20 to 40, and it is divided as follows: Six years with the Nizam, or active army; eight years with the Redif, or reserve army; and six years with the Mustafiz or Landsturm. The service with the colors is according to regulation three years, the remaining three years of active service being spent in the Nizam reserve, but the former period is frequently extended to four, five or even more years. The registration list of recruits shows that about 120,000 men are liable to service each year, but, as a matter of fact, only about 80,000 are incorporated into the army. A few years back the leakage was considerably more.

The Nizam troops have a peace strength of 216,530 and a war strength of 374,300, while in peace or war the number of guns is the same—viz., 1,494. The Nizam comprise 320 infantry battalions, 200 squadrons, 255 horse, field, howitzer and mountain batteries, 145 siege and fortress artillery companies, 36 companies of engineers, eight railway and five telegraph companies, 24 companies of military-train troops and 63 companies of artificers and workmen. There are 374 battalions of Redif infantry and 48 squadrons of Redif cavalry. In addition there are distributed through the whole empire 136 battalions of gendarmerie and 200 squadrons of mounted gendarmes.

Since 1891 endeavors have been made to utilize the most warlike of the Kurd tribes by forming them into a special militia on the Cossack model. This militia, called the Hamidie, after the reigning Sultan, their organizer, comprises 266 squadrons. Every man furnishes his own equipment and mount and is armed with a lance. So far the Hamidie have only succeeded in earning for themselves an unenviable notoriety on account of their outrages in Armenia, and they form a dangerous element in the army at large.

Lastly, there is—on paper at least—a large local reserve called the Ilawe. The latter are composed of men, principally Asiatics, exempt hitherto from military service, together with the overflow of the annual contingent of Osmanli recruits. There are said to be 666 battalions of Ilawe, but in peace time each battalion consists only of a permanent cadre of nine officers and twelve non-commissioned officers. The Mustafiz have no organization of any kind except in time of war; nevertheless they are far from being a negligible quantity, for two divisions were mustered with ease toward the end of the recent war with Greece.

The Nizam are splendid soldiers, their long term of service adding greatly to their effectiveness, and the Redif are almost their equals. Indeed, the portion most worthy of note in the Turkish military organization is the Redif. These troops possess permanent cadres, composed of all the officers necessary for the mobilization of the units, and Turkish officers consider it a distinction to be appointed to the Redif. Each of the seven military districts is divided into four divisional areas, these again being partitioned into subdivisions corresponding to the different units of the Redif, down to and including the company. The Captains reside in the midst of their company district, and attend to the training of the men, who are called out usually for one month every two years.

At the present day the Ottoman Empire can mobilize nineteen army corps, twelve of which are Redif, while the total armed strength, excluding the gendarmerie and the Mustafiz, is as follows:

Officers	19,000
320 battalions of Nizam infantry	224,000
374 battalions of Redif infantry	280,000
666 battalions of Ilawe infantry	660,000
200 regiments of Nizam and Redif cavalry	25,000
225 batteries of horse, field, mountain and howitzer artillery	28,000
145 companies of siege and fortress artillery	20,000
Technical troops	10,000
266 squadrons of Hamidie cavalry	35,000
Grand total	1,310,000

Insurance in Canada.

The annual report of the Canadian Superintendent of Insurance has appeared. A summary of its more important features shows 38 companies carrying on a fire insurance business in Canada and the same number engaged in life insurance. Of the 38 fire insurance companies 9 are Canadian, 21 British and 8 American. Of the life insurance companies, 20 are Canadian, 7 British, and 11 American. The gross amount of insurance carried by these companies stands as follows:

Fire insurance	$892,949,858
Life insurance	508,812,305

The total fire premiums received during the year were $10,577,084 and the losses paid amounted to $4,152,289. The rate of premium averaged 1.467. The total insurance shows an increase over the preceding year of $70,527,032.

In life insurance the policies taken amounted to $80,552,966, an increase of $6,653,738 over the figures of 1901. In the amount of business done the Canadian companies show an increase over 1901 of $7,583,420, as against a decrease in 1901, when compared with 1900, of $247,202. The business of the American companies showed an increase in 1901 over 1900 of $5,909,292. Comparing 1902 with 1901, the latter year shows for the American companies a decrease of $1,194,956. The life insurance effected during the year 1902 shows as follows:

Canadian companies	$45,882,167
British companies	3,324,317
American companies	31,346,482

The total life insurance in force at the close of the period was distributed as follows:

Canadian companies	$308,202,596
British companies	41,556,248
American companies	159,053,461
Total	$508,812,305

In addition to this, there is shown the business done by fraternal organizations and by companies doing business in such lines as accident, plate glass, guarantee, burglary guarantee and steam boiler insurance. Marine insurance is also shown.

"Nothing Doing" in the Eighteenth Century.

TO THE EDITOR OF THE SUN—*Sir:* In this morning's SUN I noticed that, answering or correcting a correspondent whose communication I did not read, Dr. Spitzka states that he found the expression "nothing doing," used by De Quincey as far back as 1827, thus preceding Dickens's use of this phrase by twenty-one years.

Dr. Spitzka is correct when he states that it may be judged that the phrase was in fairly general use in the first half of the last century.

It may interest Dr. Spitzka to learn that in "The Fortunate Mistress," or, as it is more generally known, in "Roxana," published in March, 1724, we find Daniel Foe or Defoe using this same expression. During a visit to France the deserted Roxana suddenly stumbles upon her husband among the gendarmes and, with her maid Amy, goes to Paris to watch him and states: "Yet this nothing doing wretch was I obliged to watch and guard against, as against the only thing that was capable of doing me hurt in the world."

May we not infer that this phrase was in very popular use during and prior to the author's time? "Daniel Foe," a contemporary states, "is master of the English tongue, and can say what he pleases upon any subject," and he certainly could say about the people of whom he wrote—their character, habits and speech, and, although at the date of publication Roxana was still among the living, the incident mentioned occurred quite some time prior thereto.

E. ORMOND POWERS.

NEW YORK, Aug. 26.

By inadvertence an article in yesterday's SUN suggestive of leanings toward the Roman Catholic Church on the part of the Rev. Dr. Charles A. Briggs was not credited to the *Catholic World*, from which magazine it was extracted.