The Sun.

WILLIAM M. LAFFAN.

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On the Importance of Being Sincere.

The Hon. SETH LOW'S faith in human nature is now thoroughly revised. He is no longer the ardent and impulsive believer that he was when he first ran for Mayor of New York. Mr. Low's first steps in the Art of Boycotting for a Political Consideration were taken under the distinguished tuition of the Hon. LINOTYPE DONNELLY. He was a proficient and a grateful pupil. He mastered all the subtleties of the boycott, enjoyed its true rewards; and DONNELLY was compensated for his pains with a seat on the Board of Education, which he still graces. Some one lately ventured a word of friendly warning to Mr. ROOSEVELT concerning the fickleness of the new Socialistic friends whom he was cultivating. "Nonsense," the President retorted. "Why, if SARGENT were to go back on me I would lose all my faith in human nature!" The President may be right; he generally is, and it must be frankly admitted that he is of a more engaging and taking personality than the Hon. SETH LOW.

The latter gentleman, however, could give him valuable lessons from the rich storehouse of his late experience. He had made what might be considered, at least by some people, the gravest personal sacrifices in behalf of the Sacred College of Labor. He not only incurred the suspicion of conspiring to destroy a private individual's business in return for votes, but he also seemed willing for that consideration to betray the welfare of persons who had done him and were even then doing him no inconsiderable service; persons, in fact, who were actively and unselfishly promoting Mr. Low's own welfare. Will it be denied that to do this involved an extraordinary self-sacrifice on Mr. Low's part? That he, the son of one of the most honored merchants of New York, he the civic dignitary, he the ex-president of Columbia College, the disciple of the higher humanities, and the gentleman, should put aside all his natural proclivities and obligations and do that which Mr. Low did implied a degree of moral courage and self-denial nothing short of extraordinary.

Having had this marvellous resolution and having done those things, Mr. Low very reasonably, as he thought, expected an adequate recognition and requital. Singular as it may seem, neither was forthcoming. In the late election that voting element which Mr. Low had propitiated, at such irreparable cost, turned against him and against all the moral ideals which he inculcated and went over noisily and insolently to Tammany. Organized labor declared itself, officially and frankly, on the side of the enemy, in what Mr. Low regards as base ingratitude. Even the man whom Mr. Low insisted on putting on the ticket with him for Sheriff, and whom he chose as a prototype of PARKS, a very bell-wether of walking delegates, this man, after a very lucrative term of office not yet ended, went against him. As a notorious and disreputable organizer of strikes, for a consideration, he obtained an important place on the original fusion ticket for his supposed ability to control [as an example of proficiency in practical politics] the labor vote. Very likely he did have a following and did deliver it at that time; but when Mr. Low came out again for a vindication of good government he turned against his benefactor and stung the hand that had warmed him into affluence.

Melius esse quam videri. One is almost tempted to deduce the moral that it is wiser not to attempt to propitiate and conciliate labor when one has only one's own advantage in view in doing so. Labor is not stupid nor otherwise lacking in perception. It instinctively and, for the most part, unerringly, apprehends the motive of the appeal to its suffrages and is too shrewd not to avail itself promptly of an occasion when something is to be gained. Indeed, we think it never fails to detect selfishness and to requite it mercilessly; as a rebuke, maybe, to the implied reflection on its intelligence.

When a gentleman of high social station develops within himself an uncontrollable passion for an elective office and forthwith addresses himself to the pursuit of popularity, he is apt to fall into an excess of zeal. It might be described, for instance, as an undue excess of zeal when a gentleman of a heretofore fastidious habit suddenly manifests an invincible determination to shake, with strange energy, the grimy hand of the engineer who has safely brought his train into the terminus. TALLEYRAND would have condemned it unsparingly, particularly if the gentleman, after a year of this distinguished attention to the engineer, suddenly extended his courtesy so that it comprehended also the fireman, who is naturally even grimier. Statisticians hold that there are as many firemen as there are engineers, and that the political potential of each is equal.

Engineers and firemen alike are not devoid of intelligence, but both are human. When the first blush of pleased self-esteem aroused by the supersubtle compliment has passed away, the engineer and the fireman are just as competent as ever to continue thinking in the ratio of their respective capacities for that intellectual function. What are their reflections? Do they believe that the cordiality of their illustrious friend has outlasted his transit to the nearest available soap and water?

It is well to remember, it seems in our humble view, that all labor is not made up of walking delegates, and that the rank and file of the American army of workers is not deficient in self-respect or intelligence. Collectively, it permits itself sadly to be led astray and it tolerates to be done in its name many things that work to its incalculable injury. But, individually, it is honest in heart and sound in the intellectuals, and that it can resent insincerity and punish imposture we have had lately a terribly emphatic showing in this town.

Gallantry in (Expected) Action.

In what military engagement did Gen. LEONARD WOOD ever illustrate his capacity to command a considerable body of men in action?

Certain testimonials are now quoted in his behalf. They were good-naturedly written after Dr. WOOD had become a social, medical and political figure, but before any one dreamed that there ever would be or could be a question of his promotion to the chief command of the United States Army.

For instance, in March, 1898, President MCKINLEY directed the Secretary of War to bestow upon Dr. WOOD a medal of honor for meritorious service in the Apache campaign twelve years previous. In the Department order awarding the medal Secretary ALGER said:

"For several weeks, while in close pursuit of GERONIMO'S band and *constantly expecting an encounter*, Assistant Surgeon WOOD exercised the command of a detachment of infantry to which he requested assignment and that was then without an officer."

"Constantly expecting an encounter." We have italicized the words, in view of the provision of the law under which the medal of honor was bestowed upon Dr. WOOD so long after that historic expectation of an encounter. The act of March 8, 1868, authorizes the President to present medals of honor to heroes thus described:

"Such officers, non-commissioned officers and privates as have most distinguished or who may hereafter most distinguish themselves *in action*."

There is absolutely nothing in the law about medals of honor for soldiers distinguishing themselves in expected action. In Dr. WOOD'S case the distinction between expectation and action seems to have been overlooked.

But suppose the expected had happened, and Dr. WOOD had commanded a detachment of infantry bravely and successfully during an encounter with GERONIMO'S band. Would that now prove his military fitness to command the United States Army?

The Senate and the Petitions.

The Hon. REED SMOOT has been elected a Senator in Congress from Utah. The Constitution provides that each House of Congress "shall be the judge of the elections, returns and qualifications of its members." It is the business of the Senate Committee on Privileges and Elections to consider Mr. SMOOT'S credentials and qualifications, to report upon the same according to its judgment; and it rests with the Senate to accept, alter or reject that report.

A large number of citizens, female and male, have been signing petitions praying Congress to investigate the charges made and filed against Mr. SMOOT. A good slice of every number of the *Congressional Record* is occupied with a list of these petitions.

The main charge against Mr. SMOOT is that he has a plurality of wives. He denies the charge. Whether or not he is a theoretical polygamist is, of course, no concern of Congress, which "shall make no law respecting an establishment of religion or prohibiting the free exercise thereof." Mr. SMOOT has as much right to be a Mormon as he would have to be a Baptist.

Presenting certain anti-Smoot petitions from Massachusetts, Senator HOAR, chairman of the Committee on Privileges and Elections, said:

"I ask the unanimous consent of the Senate to say, for the information of the very excellent and admirable citizens who have signed these petitions, that the decision of the title of a Senator to his seat in the Senate is a purely judicial question, to be determined upon evidence and the application to the evidence of the Constitution and laws of the United States, and that it seems to me, with all due respect to these petitioners, it is as much out of place to address such petitions to this high court, which is to determine those cases, as it would be to petition the Supreme Court of the United States to take up some case which was before it or decide it in a particular way."

This was rather higher ground than can be defended successfully. The people have the right to petition for what they choose. The Senate is a political body; and even in the discharge of its highest judicial function, that of sitting as a court of impeachment, it often boils with political passion. Even the distinguished chairman of the Senate Committee on Privileges and Elections does not always dwell on the austere heights of jurisprudence.

The Hon. FRED T. DUBOIS of Idaho criticised Mr. HOAR'S criticism the next day in somewhat Chadbandian fashion:

"All the petitioners ask is that Senators shall study this question. I have had at least a dozen Senators say to me that there is nothing at all in this case. But these Christian people understand what they are doing. They represent the moral thought of this country, and I, instead of dissuading them from sending petitions, will say to them here in my place, I hope you will send as many as possible. No Senator is going to be governed by these petitions or their requests. It will not influence my distinguished friend or myself. Both of us are members of the committee. But it will make us pause When we understand that the moral sentiment of the people of this country is aroused on a subject which they understand and which they have combated for fifty years it will make us pause and study the documents they have sent here."

It is not complimentary to the Senate, and it is not the fact, that the Senate needs to be nagged by petition into studying questions that come before it. By its very excess, by the known and often ignorant readiness with which people sign petitions for anything and everything, the petition habit has little effect upon Congress. Nor is it likely that "these Christian people know what they are doing." They know that they object to polygamy, but just what do they know about the qualifications or disqualifications of the Hon. REED SMOOT? Mr. HOAR made short work of Mr. DUBOIS'S virtuous parade:

"It seems to me almost queer that a man should get up and make a flourish of his sense of the importance of vindicating our institutions against polygamy."

Probably Mr. DUBOIS feels that he can't lose any votes by "pitching into" polygamy.

Finally, the Hon. EUGENE HALE made a satisfactory analysis of the relations between the people and the Senate and of the difference between that body and a court:

"I do not quite agree with him that in settling the title to a seat in the body the Senate acts purely like a court of law. It is not subject to the rules that govern courts. It is not limited as to the nature of the testimony that it takes. It is not in its results simply the decision of a body of sequestered men, as a court is, that in secret considers propositions before it and from which emanate judicial decisions. * * * It is a part of the Government that has relation to the people, and I think it is entitled, as nobody expects a great court would be, to information as to the feelings, the sentiments and the wishes of the people."

There may be more spontaneous means of expressing, and more accurate means of learning, popular sentiment. The petition machinery is often overworked. But so far as the signing of petitions is not mechanical, it relieves the minds of the signers.

A Correspondent's "Why?"

A correspondent submits an extract from our editorial columns of Nov. 12, as follows: "Whether the Canadian system of branch banks and note security would work successfully in the United States is perhaps doubtful," and asks "Why?"

Assuming that the question is asked for information and not for the sake of raising an argument, we would say that no system of national banking and finance which could be proposed for use in this country is free from doubt of its successful issue until its suitability has been demonstrated by practical experience in operation.

As for the absolute merits of the Canadian system, the success of such a system in such a land as the Canada of to-day is no more a logical argument for its success in such a country as the United States of to-day than would be a proposition that the bookkeeping methods of a store in a New England town are equally suitable for the Standard Oil Company.

Canada's area is vast, but her industrial and financial interests are comparatively compact, homogeneous, centralized. Yet even she is now considering an extension of her fiscal system. For further information about the matter, we refer our correspondent to the budget speech of the Hon. WILLIAM S. FIELDING, Canadian Minister of Finance, on pages 13 and 14, as published in pamphlet form.

How far and how readily the Canadian system will stretch with the rapidly increasing interests of that country remains for determination. Its application to the vast extent and intricate complexities of trade, commerce and finance in the United States might result successfully, but until it has been so demonstrated we shall continue to hold that it is "perhaps doubtful."

Brigadier-General Wood's Successor.

The argument which is now urged to the effect that failure to confirm the nomination of Gen. WOOD to be Major-General would result in dire confusion in the service, and work a grievous wrong to a considerable number of officers who have been affected by the Wood nomination, seems to us entirely specious. It is probably introduced only for effect.

The nomination of Gen. WOOD did not make him a Major-General and thus create vacancies which could be filled immediately. It was not a definite and legal appointment, but a tentative step, an act which is inchoate without the confirmation of the Senate, under a Constitutional provision which declares that the President "shall nominate," that is, select by name some individual whom he prefers for a given position, and "by and with the advice and consent of the Senate, shall appoint, &c." The advice of the Senate does not seem to be asked; but until its consent is given, no appointment is made and no vacancy is created.

It is said that Gen. WOOD "vacated his commission as Brigadier-General upon being appointed Major-General." We deny that he has been so appointed. He has merely been nominated. If he was in such a hurry to assume his new honors that he could not wait for the Senatorial approval and indorsement of his title to them, his landing place must be his own lookout. If there was a vacancy created, we do not see why COOLIDGE, THOMPSON, WOODRUFF, THERNON and the others are not fully open to due confirmation, although Gen. WOOD, by his own premature act, may be left in the air.

Whether this be the case or not, there is a vacant Major-Generalcy, and it is vacant, *de jure* if not *de facto*, until it is legally filled by Senatorial confirmation of an appointee. If President ROOSEVELT has rushed in prematurely and taken a step which is tantamount to an unconstitutional usurpation of the powers of the Senate, and has unlawfully filled the vacant Major-Generalcy, it is for him to clear the tangle by declaring his nominee to be in suspense, having vacated one post before he could lawfully occupy another.

We see no confusion whatever except in the single case of Gen. WOOD. If he created a vacancy among the Brigadiers, the nominations submitted are clearly open to proper confirmation. If he has not vacated his position as a Brigadier, and is not yet a Major-General, the tangle can be straightened by the promotion of another Brigadier in his place, leaving the question of his fitness and his worthiness to be investigated.

Labor's Duty in New Jersey.

It is evident that the attention of labor organizers should be concentrated upon the State of New Jersey. Only a month ago the women of one hamlet there defied the painters' union and decorated their own houses. Now the treason has spread to another community, and violent hands have been laid on a walking delegate in Glen Ridge. ROMEYN PIERSON of that town owns a house, thus falling into the capitalistic class. He observed that the house roof leaked, and on Saturday he set about repairing it. In the afternoon he mounted the roof, hammer, nails and shingles in hand, in ruthless disregard of the union edict that no labor shall be performed after noon on the seventh day.

While Mr. PIERSON violated the union rule a walking delegate espied him, inquired whether he was a scab or a union man, and threatened to mount the roof and throw him off the building. Mr. PIERSON promptly came down from the roof, but not to quit work. Instead, he seized the walking delegate and propelled him in the manner known as "walking turkey," to the gate. There Mr. PIERSON advised the delegate not to return, and then, like a forehanded man, returned to his shingles.

These incidents teach the benighted and unregenerate state of some Jerseymen. Labor's duty is clear. President GOMPERS, President MITCHELL, Mr. DARROW and the other leaders of the new thought should devote their attention to New Jersey.

The Hon. EDWARD JAMES LIVERNASH of California was vainly trying to make and state a question of privilege. The Speaker was trying to explain things to Mr. LIVERNASH, floundering hopelessly among his own tangles. Up jumped the Hon. JOHN WESLEY GAINES, the Thunderbird of Tennessee, and piped:

"One moment, Mr. Speaker."

The Speaker threw six words at the Thunderbird:

"The gentleman from Tennessee will suspend."

The Thunderbird suspended. He still suspends. He treads air. There is a choking visible in his throat, but he does not sing. From some time before 1, Friday afternoon, until further notice, he is dumb.

In suspending, for the first time in history, the Hon. JOHN WESLEY GAINES, in throttling the Thunderbird for forty-eight hours or more, Mr. CANNON did a marvellous but a cruel thing.

Mr. GEORGE C. GREENE had been long the Chief Engineer of the Dock Department when the genial and magnetic Mr. SETH LOW was elected to the Mayoralty. Friends of Mr. GREENE who set high store by his personal qualities and his professional proficiency desired to have him made a Dock Commissioner. In pursuance of this idea they sought the new Mayor and warmly commended their candidate. They dwelt upon his various merits and appealed to his honor's well known proclivities in the matter of civil service principles. "GREENE had given long and faithful service; he knew the dock system intricately and better than any other man living; not a stain attached to his character, and logically and morally he was entitled to the preferment." Mr. Low heard them with approval and assent; and then, with that well known smile, whose cooling quality in our City Hall the hot summer days will know no more, he observed: "Yes, gentlemen, what you say is perfectly true and I am very well aware of it. It would please me greatly to give Mr. GREENE the appointment, but the fact is he is a brother of Gen. FRANCIS VINTON GREENE, who is so seriously involved in the asphalt scandal, and the public would not approve of my choice."

Distributing Credit for the Princeton Victory.

TO THE EDITOR OF THE SUN—*Sir:* While the football world sings the praises of John De Witt for the magnificent Princeton victory in which he played so great a part, let it not forget that there were two other men in that game whose individual work only made De Witt's two scores possible. When De Witt picked up the ball after Mitchell's fumble, and started for the goal line eighty yards away he had a clear field ahead of him, but John De Witt is a big man and no sprinter. Rafferty and Metcalf would have had him in another five seconds, for they were right on top of him, and it seemed a certainty that the big fellow would be downed.

Just at that critical moment, though, a Princeton man, Cooney or Davis, I do not know which, shot into them and down they went, leaving a free field to the mighty De Witt. But for this timely interference that eighty-yard run would never have been made. A vital play like this is apt to be overlooked in the enthusiasm of the moment. Princeton owes her touchdown as much to the man who provided that interference as to John De Witt.

The eagle eye of De Witt sent the ball between the posts from the 48-yard line, winning the game, but it was the superb judgment of Vetterlein that provided the opportunity. His signal for a free catch, his mere hold of the oval as it dropped, twisting and swirling into his outstretched hands, was as great a factor in Princeton's victory as the wonderful kick De Witt made. W. A. W.

BROOKLYN, N. Y., Nov. 15.

Laudable Enterprise of an Old Engraver.

TO THE EDITOR OF THE SUN—*Sir:* In a recent issue of your paper was an article under the heading of "Chance for an Old Engraver." As I am that old engraver I would like to say a word or two. I was not employed by any publisher to get up the series of Old New York views, but did them entirely on my own account and at my own risk. The series of sixty plates has taken me over three years to execute. They are not engravings, but etchings on copper finished up with the dry point and graver. They comprise public buildings, places of historical interest, churches, theatres, taverns, &c., many of which have long since passed away, and are taken from old prints, magazines, sketches and the best available sources.

I am going on with the series, which, when completed, will be the most complete set of views of old New York ever produced. Messrs. Dodd, Mead & Co., are the publishers. I am not yet an octogenarian, wanting several years of that ripe old age.

The cheap process work for illustrating has entirely superseded the art of engraving among the publishers and wiped out nearly all the engravers, but there is still a large class of collectors who are not satisfied with such work.

SAMUEL HOLLYER.

GUTTENBURG, N. J., Nov. 14.

The Distance Sound Travels.

TO THE EDITOR OF THE SUN—*Sir:* Since my late letter in THE SUN regarding the Iona explosion showing that the twenty-mile hearing of its reverberations was absurd I have heard from my friend Dr. S. W. Abbott, Secretary of the Massachusetts Board of Health, as follows:

"I heard the siege guns in attack on Charleston in 1863 while at Port Royal, fifty-five or sixty-six miles distant. Also guns at Richmond, Va., I heard at Petersburg, twenty-two miles distant, in March or April, 1865." WILLIAM L. STONE.

MOUNT VERNON, Nov. 15.

A TREATY PORT AT WI-JU.

Our Government has asked Corea to open the little port of Wi-ju to the trade of foreign nations. A circumstance favoring the probability that our request will be granted is the fact that Corea has been willing for months to make Wi-ju a treaty port, and in all probability would have opened it to foreign trade early this fall if it had not been for the opposition of Russia.

Perhaps few towns so inconsequential, dirty and uninviting have ever attracted so much attention as Wi-ju has aroused in the last few years. Its prominence has been due to its political position on the frontier, with Russia just across the border, and not to material development.

It stands on the east bank of the Yalu, the fine, navigable river that forms a large part of the boundary between Manchuria and Corea. Twelve miles from the sea, the town overlooks a lakelike widening of the river, like that of the Hudson between Irvington and Haverstraw. Across this water expanse the people of Wi-ju see the Manchurian town of Antung, which is to be opened as a treaty port under the provisions of our commercial treaty with China signed last month; and the obvious advantage to our trade to have open doorways leading into both Manchuria and Corea on opposite sides of the river has doubtless instigated our request that Wi-ju be opened to commerce.

Through Wi-ju and Antung passes the imperial road that for ages has been the great highway between Seoul and Pekin. Until the Chinese-Japanese War the townsmen of Wi-ju saw every year the long procession of carts and pack animals bearing to the Emperor of China the annual tribute of his vassal the King of Corea. They heard also the guns of the greatest sea fight between China and Japan off the mouth of their river.

The intrigues, the moves and counter moves relating to Wi-ju and Yongampho, the Corean port at the mouth of the Yalu, in which the foreign representatives at Seoul and the Corean court have been concerned within the last year, have been numerous. As far as they have come to light they are faithfully recorded in the *Korea Repository*, a reliable monthly published in English at the capital.

In June last the *Repository* said, in an editorial, that the Government of Corea had announced its perfect willingness to open Wi-ju to the trade of the world. It added that the floor was now open for an international debate on the question and that Japan would doubtless lead the discussion in favor of Wi-ju as a treaty port and that Russia would follow in the negative. Russia was opposed to an open port at Wi-ju because "it would be too much like a side door to Manchuria," which Russia was trying to close to all outsiders.

On Aug. 22 last it was unofficially reported in Seoul that the Corean Government had decided to open Wi-ju as a treaty port. This report was confirmed on Sept. 4, when the Minister of Foreign Affairs announced to the representatives of the Powers that Pyeng-Yang, then an open port, would be closed and Wi-ju would be opened to the trade of the nations; but the port was not opened, and the reason was that Russia and France opposed it.

Since Russia secured the privilege of occupying Yongampho, the deep water port at the mouth of the Yalu, on the ostensible ground that she needed this base in order conveniently to guard the timber lands to the East of the Yalu which Corea had leased to her, the British and Japanese Governments have been eager to have this excellent harbor declared open to commerce. The manner in which Russia secured this lease is interesting and illustrates her pertinacity at the Court of Seoul.

On Aug. 25 last the Russian Minister went to the Foreign Office in Seoul and urged that the lease of Yongampho, which had been previously discussed, be granted at once. The Corean Minister declared that this was impossible. Two days later the Russian Minister repaired again to the Foreign Office and remained there till 7 o'clock in the evening before he finally accepted the plea that the Minister of Foreign Affairs was ill and could not see him. The representative of Russia then declared that he would have nothing more to do with the Foreign Minister, but would appeal directly to the Emperor. He did so with the greatest promptitude, and a few days later the Russians triumphantly occupied Yongampho, where they erected sixty houses, in which they have comfortably bestowed themselves. On the day the lease was granted the Japanese Minister sent a letter to the Foreign Office in which he said that if Corea should grant the Russian demand relating to Yongampho the fact would be considered as equivalent to a repudiation of the friendly relations between Corea and Japan. The friendly relations may have been strained, but evidently not to the breaking point.

Meanwhile the railroad construction between Seoul and Wi-ju is making very slow progress. The concession was granted to a French syndicate in 1896, but in 1900 it was reclaimed by the Corean Government, which declared its purpose to build the road. The first section, to Songdo, fifty miles from the capital, is not yet completed. The Government declares that, as time and funds permit, the line will be pushed on to Wi-ju and that ultimately it will doubtless come into touch with the Manchurian line and Europe. This prophecy has been hailed with delight by the more intelligent Coreans, which indicates that they are getting completely out of their shell and can no longer properly be called the Hermit Nation.

What Vienna Motormen Swear To.

From the London Morning Advertiser.

The text of the oath administered to men who accept service on the Vienna municipal tramcars: "I swear on my word of honor to be faithful and obedient to His Majesty, Imperial, Royal and Apostolic, Francis Joseph I., as well as to the sucessors of the eminent house of Hapsburg-Lorraine and to contribute with all my strength to the honor and profit of the city of Vienna. I further swear on my word of honor that I do not belong, or will belong, to any party which pursues republican tendencies, or to the enemies of Austria."

Queer English Bishops.

From the London Daily Chronicle.

It is on record that a Bishop of Bath and Wells figured on one occasion in a French "Liste des Etrangers" as "Mgr l'Evêque du Bain et des Puits;" but there is a tale of an even funnier translation once perpetrated of the title of the Bishop of Sodor and Man. He figured in a Swiss newspaper as "L'Evêque du Siphon et de l'Homme!"

The Masters of Harmony.

Gounod was composing "Faust."

"I know it will be a success," he confided; "I put in a Jewel Song to give the prima donna something to lose."

Living before the development of the press agent, he showed a rare perception of stage needs.

Haydn was expounding the principles of Harmony.

"Above all," he admonished, "don't object to the cook staying out until 3 A. M. or feeding the policeman."

Following these directions, the great musician showed how life could be made one grand, sweet song.

Mendelssohn explained how to play Songs without Words.

"It is very simple," he said; "you just muzzle the people in the flat above when you practice."

Perceiving how beautifully his method shut off criticism, they hailed him as a genius.

Fashion in Full Dress.

First Countryman—I've been to the Horse Show.

Second Ditto—What kind of a horse show?

First Ditto—Clothes horse show, I should say.

THE "ASIATIC LEAGUE."

Is the Dormant Continent Awakening to Its Danger and Its Strength?

TO THE EDITOR OF THE SUN—*Sir:* The report in the despatch in to-day's SUN from Shanghai that the Japanese are secretly organizing an Asiatic League with headquarters at Tokio is, I believe, in the main correct. It is now nearly two years since information was received here that such an organization was contemplated, the object being to unite the peoples of Asia for defence against the aggressive policy of the European Powers.

So far as known, the ramifications of the league, although it is only in an embryo state, are extensive. It is said to embrace Japan, China, Siam and Nepaul, and to have bodies of sympathizers in Burmah and British India. A similar league was proposed by the Sultan Abdul Hamid II. of Turkey to embrace the Mussulman States of Southwestern Asia, Afghanistan and Persia, in an alliance with Turkey for common defence.

If, as stated in THE SUN'S Shanghai despatch, the Persians have sent emissaries to Japan, the conclusion is that they have no confidence in the Sultan Abdul Hamid or the policy of the Sunni Mussulmans, and prefer to enter into relations with a non-Christian, non-Mussulman Asiatic Power like Japan.

The subject is one of very great interest indeed, and full of possibilities. It would seem that dormant Asia is at length aroused to its danger, and, attracted by the living force displayed by Japan in its vigor and capacity for political, naval and military organization, is preparing to rally round its banner. For the past two years, it is known, Japanese emissaries have been circulating throughout China carrying on an active anti-foreign propaganda, and some have visited Siam and India. The missionary work they carried on has apparently been successful, and is probably at the root of the Asiatic League spoken of in THE SUN'S despatch.

With India the Japanese *rapprochement* seems to be chiefly commercial for the present, as is indicated by the increase of Japan's purchases of raw cotton from India from $8,500,000 worth in 1900 to $19,500,000 in 1902. With China and the other countries it is both political and commercial. PERA.

NEW YORK, Nov. 15.

THE AMERICAN BUILT SHIP.

Remarks Upon the Letter of Prof. Trowbridge of Columbia University.

TO THE EDITOR OF THE SUN—*Sir:* As a friend of American shipping I was delighted to read the letter in this morning's SUN of Prof. Amasa Trowbridge of Columbia University, so heartily advocating "American built ships" for our foreign carrying trade. When the faculties of our universities realize the extent of American dependence upon foreign shipping, and consider that we have an export trade valued at $1,500,000,000—the greatest of any country—but 7 per cent. of which is carried in American vessels, we may hope for suggestions of such value and practicability as will lead to a permanent bettering of our maritime condition. Moreover, if the minds of our young men about to enter into commercial and professional pursuits are directed to a consideration of this great national problem, there is reason to hope that the next generation of American citizens will never rest content to see foreign ships all but monopolize our foreign carrying, as the past one has so supinely done.

Prof. Trowbridge strikes a popular chord in suggesting the need of building up a great mercantile marine of moderate-speed-cargo-carrying ships, and he will find, as you will find if you will look further into the subject, that the middle West, which has seemed to be so opposed to subsidies for American shipping, is almost a unit in favor of subsidies for moderate-speed cargo-carrying American vessels and the establishment of new lines.

If a plan can be devised for permanently building up and maintaining our deep sea shipping, other than by the subsidy system, by all means let us have it. From 1789 until 1860, when our shipping was greatest, when it was most prosperous, and when its strength and power gave such prestige to the nation, it was effectively protected, not by subsidies, but by a policy of preferential tariff and tonnage dues. This policy we have abandoned, and by treaties and conventions we have so tied our hands that the readoption of that old and effective policy is made extremely difficult.

Prof. Trowbridge suggests, as a remedy, that a duty be laid by the Government on our exports of natural products when carried in foreign vessels, the duty to be omitted when those products are carried in American vessels; and he names coal and oil as two articles to which he would apply this method. I think that this suggestion is made somewhat hastily.

Prof. Trowbridge points out the higher cost of American than foreign ships, due, as he correctly believes, to the much higher wages paid to labor in American than is paid to labor in foreign shipyards. But he wonders how it is that our people are so well able to compete in the building of locomotives and bridges with foreign locomotive and bridge builders, and yet unable to compete in the building of ships. He points out, most interestingly, that the construction of bridges parallels with the construction of hulls, and the building of railroad locomotives with the building of engines of ships; and, by thus placing the three industries on an approximately common plane, he draws an invidious comparison between the enterprise of our shipbuilders and our bridge and locomotive builders.

But the professor should reflect that the building of locomotives and bridges in the United States is a great and permanent industry. With our 200,000 miles of railroads—nearly equal, I believe, to that of all the rest of the world—the demand for locomotives and bridges is enormous. Moreover, they are standardized to a degree quite impossible in the construction of hulls and marine engines. The wonderful efficiency of our locomotive and bridge builders is due to the perfection of their system of construction, the regularity and stability of orders, and upon an enormous scale; a condition that does not in any degree approximate in the building of hulls and marine engines, where the demand is infrequent, spasmodic, fitful and intermittent. The ship and engine building establishments must be ready to take contracts at all times, thus entailing fixed charges that bear very heavily upon the small product that is turned out, and which accounts for the comparative high prices of our ships and engines. In bridge and locomotive building these fixed charges are distributed over a product so larger as to make the cost extremely low.

Let the demand for American built ships once be created and steadily maintained, as it so long has been for locomotives and bridges, and I am able to assure you that the cheapness and effectiveness of American built ships will compare quite favorably with that of those built abroad, as the cheapness and effectiveness of American locomotives and bridges compare with those of foreign construction.

How to create the demand for American built ships is the all-absorbing problem—that is the kernel of the nut that has got to be cracked. Whether it will be by subsidies, or bounties, or by differential tonnage and tariff dues, or by export duties or bounties, I am unable to say; but of this there is no doubt: the American people will never be satisfied until the problem is solved, and the friends of American shipping welcome the discussion of the subject by all who, like Prof. Trowbridge, declare themselves in favor of American built ships. The more the subject is discussed, in the spirit of inquiry and patriotic interest displayed by Prof. Trowbridge, without prejudice against, but rather in favor of, American built vessels, the nearer we approach a discovery of a method at once practicable and effective.

ALEXANDER B. SMITH,
Superintendent of the Maritime Association of the Port of New York.

PELHAM, N. Y., Nov. 14.

Breton Fisher Girl's Brave Deed.

From the London Daily Graphic.

Rose Here, fisherwoman, becomes not less heroic as later and fuller accounts of her exploits at Ushant reveal the extent of her daring and bravery. She was gathering shellfish on the rocks near the Pyramide du Runion, when out of the fog she heard departing cries, and looking seaward perceived a boat containing fourteen men which was drifting wildly at the mercy of the strong currents among a mass of dangerous reefs. Every now and again it was buffeted by the surf, which threatened to dash the frail craft to pieces. The occupants of the boat, half-naked and afraid to throw themselves into the sea on account of the swift tide, plied their oars with the courage of despair and shouted at the top of their voices for assistance.

Rose at once signalled to them with her arms that she was coming to their aid, and the shipwrecked men on perceiving her meaning pulled with all their strength for the shore. Rose ran down to the foot of the cliffs, and without losing a moment, plunged into the boiling surf dressed as she was, and swam to the boat. Climbing on board, she reassured the sailors as best she could, for she speaks little French, and then, taking her place at the rudder, steered the boat with marvellous adroitness past a thousand dangerous reefs to Pen-ar-Rock, distant about two hours by rowing from the Pyramide du Runion.

$300 FOR A DOLLAR BILL.

It's Patched and Yellow and Brittle, but It Brought T. Schumann Luck.

If you find a dilapidated, old one-dollar bill in your roll, dog-eared and patched, don't curse your luck and try to palm it off on the conductor. Maybe it's worth $300. T. Schumann, the proprietor of a Seventh avenue restaurant, promises to pay that sum for an old one-dollar bill which passed out of his cash drawer by mistake last Tuesday.

It was the first dollar Schumann dropped in his till when he began business thirty-five years ago and he thinks it has brought him luck. He carried the bill to his restaurant to have it framed and left it in the cash drawer for safe keeping. While he was out the cashier had a great run of V's and X's to change and got down through the pile of ones to the old bill at the bottom. The boss thought the bill would come back in the next day's trade and posted a notice telling his customers of his loss. Sheaves of old currency were offered during the week, but not the missing bill.

The closest description that Mr. Schumann can give of the bill is that it is old and yellowed, has the upper right-hand corner torn off, has been torn in two longitudinally and is patched with tissue paper, which has become yellow and brittle and has some ink spots on the lower left-hand corner of the face.

SPEECHES ON MIDDLE SPAN.

When the New Bridge Is Opened on December 10.

The Aldermen's committee which has in charge the arrangements for the opening of Williamsburg Bridge on Dec. 19 decided yesterday to make the celebration one in which the boroughs on each side of the river can take equal part. A procession, limited in numbers by invitations, will be formed on the Manhattan side of the bridge and one on the Brooklyn side. These columns will meet in the middle of the bridge, where a platform will be erected. From this platform the speeches of the day will be made. Bridge Commissioner Lindenthal will formally turn the bridge over to the city, and Mayor Low will accept it in the name of the municipality. Borough Presidents Cantor and Swanstrom will also make speeches, and Mayor-elect McClellan will be present and will probably speak. Immediately the bridge is declared open salutes will be fired from artillery placed on both sides of the river.

WHAT THEODOR MOMMSEN DID.

The Work Accomplished in Sixty Tireless Years By a Great Scholar.

From the Athenæum.

Our age has lost its greatest scholar, full of years. Born in 1817, thirteen years after Madvig, four years after Cobet, Theodor Mommsen spanned the nineteenth century with his gigantic contributions to learning. His life was simple but significant. A German of Schleswig-Holstein, educated till his twenty-seventh year within the duchy, the struggle of Dane and German gave reality to his German national feeling throughout his career. A student of law at Kiel University, a friend of Otto Jahn—then concerned with the rising study of inscriptions—he touched thus early the two subjects in which later his learning was most triumphant. Three years of student travel in Italy (1844-7) emphasized for him the value of inscriptions and brought him face to face with Borghesi, projector himself of a Corpus Inscriptionum and greatest of living epigraphists. He began to write abundantly, and was already known as a scholar of extraordinary powers and activity.

In 1848 he became professor of Roman law at Leipsic, but the February revolution gave him other work. He helped the Holsteiners against the Danes; he took the Liberal side in internal German struggles, and in 1850 he lost his professorship. He learned—what no English scholar knows—the real character of a revolutionary epoch. Wandering about, first at Zürich University, than at Breslau, he nevertheless continued his work. In 1852 came his first great epigraphic book, the folio containing the "Inscriptions of the Kingdom of Naples." In 1854-6 the "Roman History" followed, colored, perhaps, by recent experiences. The want of a master hand at that unhappy time perhaps suggested the apotheosis of Cæsar with which the volumes close, and it may well be that he then met some prototype of the unstable orator Cicero. The success of the work was immense; in less than ten years it had been translated into most European languages.

In 1858 he settled at Berlin, to marry and live in a quiet suburb for nearly half a century. Politics still had his attention. He sat in the Landtag at intervals till 1882, fiercely opposing Bismarck's domestic policy, till a prosecution caused his retirement. Occasionally he stepped into foreign affairs—criticising the French in 1870, the Czechs in 1897, the English in 1900, in each case earning ill will by vehement language. But he was a politician only because he felt deeply. His real life was that of the scholar on the greatest scale.

He wrote, organized, made others write. He created the great "Corpus Inscriptionum Latinarum" that now stretches to more than twenty stately folios; nearly half he compiled himself; the rest—no less a hard task—he made others compile. He re-edited the Digest and half a dozen other "trifles." In 1871 he began to set the Roman Constitution on a new basis by the first volume of his "Staatsrecht." In 1885 he described the Roman provinces in a fifth volume of his history, largely based on epigraphic evidence and possible only to the editor of the "Corpus." But he never wrote the fourth volume. The inner life of the Imperial courts disgusted him, and I believe he came to think, as he grew older, that his time could best be spent in preparing the materials—texts, inscriptions, and the rest—for historical judgment, rather than in character sketches, of whatever brilliance.

But so late as 1890 he issued a monumental work on Roman criminal law, and up to the last he continued a rapid succession of monographs small and large. All the while he was organizing other research. The vast group of great collections which the Berlin Academy and other German institutions are now editing—the "Monumenta Historiæ Germaniæ," and many more—owe much, some of them everything, to his initiating energy and organizing ability. Quite lately old age had threatened to touch him, and the illness of his wife made his days anxious. But his eye was not yet dim when the death that he had been dreading for another came suddenly to himself.

His was a unique intellect, remarkable before all things for its combination of sensitive, excitable, imaginative humanity with accurate, methodical, unwearying precision. Other men may have felt as fiercely and have seen as far; others may have attained as unerring control of detail and tireless acceptance of drudgery. But in him alone, since Gibbon, the creative and the critical elements fully met. The result was, in the first place, an astonishing intellectual vigor and an unparalleled output of work. Fifteen years ago his publications had reached 1,000