The Sun.

MONDAY, MARCH 27, 1905.

Entered at the Post Office at New York as Second-Class Mail Matter.

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.

Published by The Sun Printing and Publishing Association at 170 Nassau street, in the Borough of Manhattan, New York.

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

Mr. Raines and Governor Higgins.

Senator JOHN RAINES, speaking of the refusal of the Republicans to repeal the tax on savings bank surplus as demanded by the Republican State platform and Governor HIGGINS's first message to the Legislature, says:

"The platform stated that if any tax was inequitable it would be the purpose of the Republican party to make it equitable, and especially if the tax affected the savings of the people. I have no doubt that the Governor, when he spoke during the campaign for the repeal of this tax, did what he thought was right.

"The Governor did his part by recommending to the Legislature that the tax be repealed. But the situation is that until we have the revenue sufficient for carrying on the Government we should not repeal any tax measures."

Senator RAINES in his explanation fails to state that at the time the Republican State platform concerning this savings bank surplus tax was adopted, at the time Governor HIGGINS made his campaign speeches, and at the time the Governor sent in his message insisting upon the repeal of the tax, all were thoroughly conversant with the fact that the Odell system of indirect taxation had failed utterly to give the State adequate and necessary revenue.

Senator RAINES also fails to add to his words, "the Governor did his part by recommending to the Legislature that the tax be repealed," a statement of the fact that Governor HIGGINS did not hesitate recently to send for Republican Senators recalcitrant as to the gas investigation and to whip them into line for the investigation.

Senator RAINES should remember that it is this lamentable absence of concern for avowed political professions and this disregard for public utterances which demonstrate a lack of political sagacity which can have but one result.

Compost and Politics.

The Hon. ANDREW P. RIVES of Springvale, Ga., got this letter:

"DEAR MR. RIVES: Do you think it advisable for J. POPE BROWN to run for Governor of Georgia next time? Please answer. Yours truly,

"W. D. HAMMACK."

The answer is to be read in the *Macon Telegraph:*

"MY DEAR WILLIAM: I am not interested in politics this year. Do you think 300 pounds of compost put under cotton at planting time, and 300 pounds of complete guano at laying by time, will make a bale to the acre? Please answer. Yours, A. P. RIVES."

A symbolical and representative letter. The country is full of citizens who are not interested in politics this year; and to them the proper elements of a compost or the best flies for trout are a matter more momentous than even Jeffersonian dinners or JOE BABCOCK of the Republican national committee.

Make money and don't borrow trouble.

Will Great Britain and Japan Cooperate in Asia?

According to a well informed correspondent of a London newspaper at Tokio, the Mikado's advisers, assuming that the close of the present war is not distant, and that it behooves them to inquire how they are to keep the foothold acquired by them on the mainland, are considering the expediency of transforming the present limited alliance between Great Britain and Japan into a permanent coalition for the furtherance of their respective interests on the Asiatic Continent.

The events of the last ten years have taught the Japanese that unless they can rely upon the British fleet to avert a hostile demonstration on the part of several great naval Powers they are doomed to remain cooped up within the contracted bounds of an empire purely insular. Had Lord ROSEBERY been willing in the early part of 1895 to assume the friendly position which has been taken by the Unionist Government, the Japanese would have defied the joint interposition of Russia, France and Germany, by which they were constrained to retrocede the Liaotung peninsula, which was the most precious fruit of their victory over China. As it was, the immense naval preponderance of the three intervening Powers made submission unavoidable.

It is equally plain that but for the limited alliance concluded with Great Britain, which assured him against interference on the part of Germany and France, the Mikado never would have ventured to enter upon a war with Russia in February, 1904. The friendship of Great Britain will be, for a long time to come, as indispensable to Japan as it has been during the present contest. Not until a large part of its subjects have been permanently transplanted to Corea and Manchuria can the Tokio Government afford to see water communications between the Asiatic mainland and the Island Empire interrupted for a considerable period. The knowledge that the British fleet could always be relied upon to safeguard them against attack by more than one naval Power would justify the Japanese in hoping to transform gradually during the current century their country from an insular into a continental State. Such a transformation is necessary not only to afford a wider horizon for Japanese ambition, but in order to allay the pressure of population on the means of subsistence.

Patent, indeed, is the benefit that would accrue to Japan from even a limited alliance that should bind each of the parties to assist the other in the event of an attack by more than one great Power. Whether a coalition so strictly limited would prove of much advantage to England is less clear, for it is improbable that France or Germany would take part with Russia in an invasion of India. In their mercantile marines and in their colonial possessions those Powers have given hostages to fortune. Their united naval force would probably succumb to the sea power of Great Britain, and it certainly would prove unable to cope with the British and Japanese fleets combined. We may assume, then, that only from Russia need British India apprehend an attack. Such an attack, however, might prove very formidable if the Calcutta Government had to face single-handed such a tremendous demonstration of force as we now know on official authority that Russia made in Manchuria. According to the figures published by the St. Petersburg War Office, the Siberian railroad transported to the scene of hostilities during the thirteen months following the outbreak of the war no fewer than 774,000 soldiers and officers, who, added to the troops previously garrisoning Port Arthur and Vladivostok, or guarding the Manchurian railways, must have made up an aggregate exceeding 850,000 men.

Now, India is much nearer European Russia than is Manchuria, and, moreover, it is accessible by two lines of railway—one from the Caucasus and the other from Tashkent. It would therefore be relatively easy for Russia, provided her pecuniary resources were equal to the task, to place nearly a million soldiers on the frontier of British India. To cope with such a stupendous army would probably be beyond the power of the Calcutta Government, even if it could be guaranteed, as it could not be, against an insurrection on the part of its subjects. Could it, on the other hand, depend upon securing the services of two or three hundred thousand Japanese, it would have absolutely nothing to fear from Russia, and could at will extend its sphere of influence northward over Tibet and westward over Persia.

From a commercial as well as an imperial point of view the British Government might profit by a permanent combination with Japan. Thenceforth the two allies would be assured of complete ascendency at Pekin, to the exclusion of Russian, French and German influence. Fruitless would be any effort of Germany to oust Great Britain from preponderance in the valley of the Yangtse-kiang, or even to monopolize the exploitation of the province of Shantung. In a word, Great Britain and Japan between them might become ultimately suzerains of China and practically lords of Asia.

To such a combination the objection has been raised that Great Britain would betray the white race by accepting a permanent alliance with a Mongolian people. Those who favor the project answer that it would be no more reprehensible for Great Britain to employ Japanese soldiers in India than it is for Russia to enlist Turcomans and other natives of Central Asia under her flag, or than it was for France to use Arabs and Kabyles from Algeria in her last war with Germany. The Japanese at least are civilized, whereas the Central Asiatic and native Algerian levies are barbarians.

The Partners and the Mouser.

The testimony of the Hon. TRUMAN C. WHITE before the Hooker Assembly Committee on Investigation discloses clearly that he is an upright and honorable man, a bulwark of the bench of the State, and that Justice HOOKER and State Tax Commissioner LESTER F. STEARNS were partners in a scheme which forbade the city of Dunkirk to build on its own land because it would shut off light from the building owned by HOOKER and STEARNS, which they had leased to the Post Office Department at a largely increased rental.

Justice WHITE'S testimony alone is sufficient to warrant the retirement of HOOKER and STEARNS to the quietest of quiet lives. By the way, what has become of the investigation of STEARNS which the New York *Tribune* declared three years ago that Governor ODELL should and doubtless would proceed to make at that time?

And ARTHUR C. WADE, whom Justice WHITE refers to in his testimony, why, he appears to have been the Mouser for the Partners.

An Elevated Vision.

When a brutal elevated railway trackwalker kicked a dog from the structure to the street, the patrons of the line who witnessed the outrage were filled with righteous indignation. They even attempted to throw the trackwalker over the rail after the animal. Great was the virtue with which men and women denounced the cowardly, cruel act, and every bosom filled with pride over the spontaneous display of kindness and humane feelings. A policeman led the offending trackwalker to the street. The miscreant should have been taken before a City Magistrate to be insulted.

As the next train stopped at the platform the waiting men and women stepped forward to board it. Each man looked about him to see whether any woman or child or feeble person was near him. Those who perceived weaker persons trying to get aboard politely made way for them, standing back from the car gates that there might be no crushing or discomfort. Women and children entered the cars first, and took the vacant seats. After them came the older men, to whom the juniors respectfully yielded precedence. An athletic young man, seeing an elderly man accompanied by a small child, offered his assistance, and aided the two to enter the car. Last of all the youngest men and boys passed through the gates.

Unfortunately, there was no seat vacant in the car for one of the old gentlemen who had been waiting on the platform. All but one of the seats were occupied by women or old and infirm men. In this one seat sat a man, apparently of middle age, and of rough and forbidding appearance. The citizens who had punished the trackwalker were quick to understand the situation. One of them advanced to the seated man and spoke in a low voice to him.

"Sir," said he, "you are evidently a stranger in our city. Were you a resident of New York you would not remain seated while yonder venerable and feeble gentleman stands. We do not do such things. I am sure you must understand that it is necessary you should arise and allow him to take the seat you now have."

The stranger, much abashed, stood up immediately. Politely doffing his hat, he offered his seat to the old gentleman. Then he turned to the man who had spoken to him.

"I thank you, sir," he said. "I am indeed a stranger in your fair city, and unacquainted with its customs. You have taught me a needed lesson, for which I thank you."

As the train went down town similar scenes were enacted at each station. The men treated the women with the utmost consideration, and among the women the young and strong contended with one another for the pleasure of giving up their seats to older women, cripples, mothers with babies and those who seemed feeble or wearied.

When the train stopped at the terminal station there was no unseemly rush to leave the cars. Each passenger departed quietly and with instinctive precision of movement. There was no crowding. So thoughtful and so orderly was everybody that the dainty gowns of the women were not rumpled or even slightly disarranged as the cars emptied. The stranger who had acted in such an ill-bred manner watched the polite and careful throng with deep interest. Even he, beneath his unpolished exterior, had a kindly human heart.

"It is splendid, splendid!" he said.

Great Art Week in Chicago.

In Chicago every week is art week; yet last week there was especially dear, and must be memorable always, to lovers and students of the beautiful and of decorative art. It is our happy task to pick up a few of the many precious and fruitful words scattered.

"The chief feature of the year," said Miss ELIZABETH A. C. WHITE at the National Dressmakers' Association, "is the elimination of the diaphragm." It might be thought that the diaphragm would be missed, and it has done good service in its time, but since it must "go," away with it! Perhaps Mr. BRYAN and TOM WATSON and the Hon. ROBERT BAKER of Brooklyn will be exempted from the provisions of the anti-diaphragm law.

One more jewel from Miss WHITE'S treasure chest:

"Suspenders for women will be the rage."

"White is the color for 1905."

Humanity hangs breathless on those suspenders, but there is a distressing uncertainty as to the current hue. Madame BAKER tells the national dressmakers that "almond blue is the color of 1905." Perhaps there is no real contradiction between the two teachers. "White" in Chicago has a relative meaning. We should call it a tempered black rather than almond blue, but the difference is one of nomenclature only.

"White or red ties," Madame BAKER says, to the surprise of most and the grief of many, "never are worn by good dressers. No gentleman would ever wear a red tie, or even a white necktie."

Fortunately, the Chicago Merchant Tailors' Association sent forth its ordinances at the same time:

"For not only gray evening suits, trimmed with black braid, but neckties as red as the blushing rose received the stamp of approval."

If we understand the laws of the Chicago tailors red "neckties" go with gray evening suits trimmed with black braid. While these variations upon the old theme of evening dress may shock our conservative contemporary the *Providence Journal* and Eastern "sartorial circles" generally, to the Hon. BATH HOUSE JOHN, the supreme arbiter of elegancies, this authorized color scheme will look pale and anæmic. His woven nocturnes are bright with all the rainbows. His waistcoats flash and burn with strange phosphorences. The gamut of fierce tropical colorings runs about his neck. Whatever Chicago does, we can't believe that Mr. DINK will put himself out or consent to gray, even when it is emphasized with red.

Two more laws of the merchant tailor princes:

1. "Moon shaped pockets and braided vests are correct.

2. "The corset like coat, with excessive drapery, is here."

1. Star shaped pockets would be less accessible to pickpockets. The official width of the braid is said to be one inch.

2. How we should love to see Gen. CHARLES HENRY GROSVENOR of Athens, Ohio, in a Brummellian coat like that.

For the Good of the Service.

Instead of alleging that the Government has dealt harshly with the deserting midshipman, MILTON W. ARROWOOD, that peculiar young man's friends should congratulate him on his escape from imprisonment, to which he might have been sentenced for the serious crime he committed. Enlisted men who desert from the navy or the army are frequently locked up, and if any fault is to be found with ARROWOOD'S sentence it is that the court-martial was too lenient.

The service that is rid of him is to be congratulated. His defence of his conduct was blackguardism and nothing else, for it consisted of vague and general charges, the refutation of which was impossible, but which, nevertheless, were competent to injure the men and institutions at which they were aimed. Were the good reputation of the navy and its personnel not firmly established ARROWOOD might have damaged it. That he has not done so is the best evidence of the high regard in which the service is held by the citizens and taxpayers who support it.

ARROWOOD'S sentence carries with it deprivation of the rights of citizenship. He becomes a political outcast among American citizens. The punishment is severe, but it is merited. Seeking protection behind allegations of religious obligations, he violated his oath, defrauded his employer and slandered his fellow officers.

The Annapolis training, usually so successful, failed utterly to make an officer and a gentleman out of the raw material contained in MILTON W. ARROWOOD.

We have received from Mr. WILLIAM CHURCH OSBORN the following letter referring to a political note which appeared in THE SUN on Sunday of last week:

"TO THE EDITOR OF THE SUN—*Sir:* My attention has just been called to an article in your issue of March 19, in which it is stated that during the Mayoralty campaign of 1903 my name was signed to a circular which declared that if Mr. MCCLELLAN was elected Mayor of New York city he would be the 'protector of the prostitute and the brothel.' This is simply a fabrication. Without commenting on the general inaccuracies of your article, I beg to say that the only circular that I know of bearing my name during the municipal campaign in 1903 was published in THE SUN of Nov. 3, 1903. This contained no such statement as that which your article places in quotation marks. It referred to the general features of the election and was issued over the names of Messrs. CARL SCHURZ, JACOB A. RIIS, OSCAR S. STRAUS, EUGENE A. PHILBIN, JAMES BYRNE, WILLIAM R. GRACE, JACOB H. SCHIFF, WILLIAM B. HORNBLOWER, CHARLES S. FAIRCHILD and myself.

"In the interests of that desire for truth which characterizes THE SUN I trust that you will give this correction a space in your valuable columns.

"WILLIAM CHURCH OSBORN.

"NEW YORK, March 23."

After investigation, we gladly make the correction, in justice to Mr. OSBORN. The circular signed by Mr. OSBORN and regarded by friends of Mr. MCCLELLAN as an offensive imputation on his independence and honesty of purpose did not contain the words "protector of the prostitute and the brothel." The mistake in the political note was in putting this expression in quotation marks. The exact words of the circular which Mr. OSBORN did sign in order to help defeat Mr. MCCLELLAN as a candidate for Mayor in place of Mr. LOW were these: "It is the simple question of a continuation of honest and decent government or a return of vice and corruption."

I spent four months in the Philippines studying the results of American control. I was struck with the enormous progress made in such a comparatively brief period. The natives are being educated, are receiving the benefits of municipal and provincial liberty, and are rapidly acquiring the spirit of republican institutions. France can take a great beneficial lesson from the splendid results of the American colonial system.—*Governor General* LAMOTHE *of Cochin China.*

M. LAMOTHE is a singularly incompetent and unreliable observer. He wasted four months if he was not able to find the Filipinos downtrodden, crushed under the heel of the usurping American invader, groaning beneath the tyranny of a cruel despotism. M. CLEMENTEL, French Minister of Colonies, recognizes him as an "authority on colonial administration." M. CLEMENTEL is deceived. M. LAMOTHE is no authority. For trustworthy information in regard to American colonial administration the French Government should apply to Monsieur ERVING WINSLOW and Monsieur ALADDIN ATKINSON of Boston, Mass., who will prove that M. LAMOTHE is an ignorant, if not a corrupt, pretender.

The burning issue of the day is that of setting proper metes and bounds to corporate power and the suppression of the unlawful encroachment upon the rights of the people by organized capital. The just and equitable solution of these problems will tax the experience and wisdom of the Legislative and Executive departments of the Government. If in the solution error is made, the error should be on the side of the people.—*Senator-elect* WARNER *of Missouri.*

This "burning issue" is tackled and disposed of daily by the Hon. WILLIAM J. BRENNINGS, the Hon. EUGENE V. DEBS, and the Hon. TOM WATSON, without taxing wisdom or experience a cent's worth. The Hon. ROBERT MARION LA FOLLETTE "solves these problems" in his sleep whenever proper application is made to him. The Hon. WILLIAM WARNER is entirely too slow to compete in modern statesmanship.

Massachusetts has been piling up a State debt for years at a rate that has caused her public men great uneasiness. Governor DOUGLAS, like his predecessors, cries for retrenchment, and the figures justify his demands for reform.

The present debt, according to the figures quoted by the Governor, is nearly $100,000,000, of which $30,800,000 is of the direct debt and $65,000,000 is the contingent debt. It is the practice in Massachusetts to pledge the credit of the State, which is unrivalled, for many minor local improvements, and the State recoups the money for the contingent liability it incurs on its guarantee of local bonds by additional annual taxes on the localities benefited.

A total debt of $95,000,000 is certainly remarkable when contrasted with New York's present debt of $10,000,000, Pennsylvania's $5,000,000 or California's $2,500,000. No State in the country owes as much, or nearly as much, as Massachusetts. The largest debts (none of them higher than $25,000,000) are those of Virginia, Louisiana, Tennessee and Alabama, all the outgrowth of the period of reconstruction. Some Western States either have no debts outstanding or have a nominal debt only. These States are Illinois, Ohio, Nebraska, Iowa and Michigan.

The debt figures of Massachusetts, however, show that the obligations of the Bay State are not as burdensome as a first reading of the Governor's recommendations indicates. The Bay State has in its sinking fund $15,000,000, and the net State debt is therefore $15,000,000, or $5,000,000 less than it was twenty-five years ago. In the meanwhile the State has increased enormously in all taxable resources. There is also a sinking fund of $6,000,000 against the contingent debt.

Mr. Seward's Statue.

TO THE EDITOR OF THE SUN—*Sir:* In some historical work I have in preparation the question arose of the correctness of the writers cited by Mr. Crane in one of your late issues *re* the story that the Seward statue in Madison Square was originally made in counterfeit of Lincoln and that the heads had been changed, and it became necessary to run the quarry to its lair. Accordingly, I am authorized to deny the allegation and cast obloquy on the allegators.

In a letter from the son of the late Secretary of State, Frederick W. Seward, Esq., he stigmatizes it as "of course, unfounded and absurd," and refers to a volume entitled "The Seward Memorial," published by D. Appleton & Co. in 1876, for a history of the statue, with full particulars of when, where and how it was made, and an account of the ceremonies attending its presentation to the city.

NEW YORK, March 24. HOPPER STRIKER MOTT.

The Identification of the Metropolitans.

TO THE EDITOR OF THE SUN—*Sir:* I was in a Washington street car the other day going along F street toward the Treasury Building. The car was pretty well crowded, with several women standing up and several men sitting down. Crowded cars are not as frequent in Washington as in New York, and I asked the conductor about the unusual number of passengers. "We've got a lot of New York men aboard," he replied. "How do you know they are from New York?" I inquired. "You are not personally acquainted with them, are you?" "No," he said somewhat disrespectfully, "but I can always tell 'em. They never git up and let the women set down." I never said a word, and as I happened to be standing on the platform with him he did not suspect that I was from the metropolis, and I was glad of it. MADISON SQUARE.

NEW YORK, March 27.

Mr. Bryan and Business Men.

TO THE EDITOR OF THE SUN—*Sir:* Editorially you say this morning: "Mr. Bryan drove business men out of the Democratic party." Mr. Bryan did drive some "business" men out of the Democratic party; just about the same kind that Jesus drove out of the temple. In doing so he polled more votes for the Democratic party than ever were polled before—or after, when the "business" men returned. RYERSON W. JENNINGS.

PHILADELPHIA, March 25.

RAILROADS AND COURTS.

Ex-Senator Matthew C. Butler on Federal Regulation of Rates.

TO THE EDITOR OF THE SUN—*Sir:* The proposition recommended by the President and now pending in Congress to confer upon the Interstate Commerce Commission power "to revise and fix rates on all railroads engaged in interstate commerce" is a long step, and I fear a dangerous one, toward socialism, paternalism and the substitution of arbitrary, centralized government for one of limited powers.

The question might properly arise: Can Congress, under its general power to "regulate commerce among the several States, Indian tribes and foreign countries," delegate so important a function as the right to fix rates on approximately 200,000 miles of railroad transportation to a commission of any kind? Would it not be a clear infringement by the executive and legislative departments of the Government on the legal, vested rights of the people who have put their money in railroads?

Under the general power "to regulate," could it have been intended to give Congress the right by a commission to revise and fix rates of freight and passenger traffic "between the several States, Indian tribes and foreign countries," whether their traffic was carried on with stage coaches, mule or ox teams, steam vessels, sailing vessels, flatboats or rowboats? That provision of the Constitution was dormant and practically unenforced for nearly a hundred years after its adoption. If, in the meantime, this right to fix rates as a part of the power "to regulate" was ever applied to any of the above instrumentalities for commercial intercourse, I am not aware of it. Railroads, of course, were not dreamed of. But has Congress any stronger or better legal or constitutional warrant for applying this rate fixing to railroad land transportation than to water transportation? I can see no difference in principle. Suppose the President should recommend and Congress should entertain and pass a law empowering the Interstate Commerce Commission "to revise and fix rates" for water craft engaged in interstate commerce on any of our navigable rivers, or the Great Lakes, or coastwise, or vessels engaged in "foreign commerce," what would be thought of it?

Unquestionably the controlling if not the only reason for the adoption of the provision for "regulating commerce," &c., was to prevent the several States and Indian tribes from erecting toll gates on their borders, thereby obstructing the free and untrammelled flow of commerce and trade between them. These questions have all been threshed out, over and over again, and are not likely to make an impression on modern rapid fire statesmen, who under the influence of clamor, or from some other motive, want to "do things." This last move, however, challenges very sharply the attention of thoughtful and conservative men, who are equally anxious to have "things done," but in an orderly, constitutional, considerate manner. Railroads and other corporations are amenable to law, just as individuals and private corporations and firms are. Undoubtedly there have been and are instances of oppression and wrong on their part, but they should not on that account be regarded as public enemies. The law, as it now stands, is ample to redress and punish any such oppressions and wrongs if it is properly and impartially enforced.

Too many of our people have their funds invested in the bonds and stocks of railroad and other companies to have them trifled with to gratify the ambition of any man or set of men who may or may not be influenced by popular clamor.

During my service as a member of the Interstate Commerce Committee of the United States Senate—at one time its chairman—this proposition to confer upon the Interstate Commerce Commission the power to fix rates was made more than once, in one form or another, and, if my memory is not at fault, was unanimously rejected as unwise and impracticable. I see nothing in present conditions to justify a departure from the action then taken, except inconsiderate clamor.

I have absolute confidence in the integrity, ability and fair mindedness of the gentlemen now composing the Interstate Commerce Commission. Some of them are my personal friends, and I would trust them to perform faithfully and ably any official function that may be bestowed upon them, but I would not clothe any set of men with powers so far reaching, intricate and, as I believe, too impracticable to be satisfactorily executed.

I voted against the Interstate Commerce bill in the Senate. I did not believe then that it would accomplish what its promoters claimed for it, and it has not. On the contrary, in some respects it has had the opposite effect. For instance, the section of the act which made pooling at competitive points unlawful had more to do with bringing about railroad consolidation than every other influence combined.

Our people seem to me the most erratic, inconsistent, if not hysterical, in the world. We employ every possible effort to induce capital to build railroads for us, and they are no sooner installed and in operation than they become objects of attack.

I have no sympathy with or toleration for any railroad or other corporation that abuses or violates its chartered privileges or franchises. They are entitled to no greater immunity for violations than the humblest citizen, but punishment should be inflicted when necessary in a legal, constitutional method, and not in the form of executive or legislative resentment. I venture the opinion that no charter was ever granted a railroad in this country without reserved right, either express or implied, "to alter, amend or repeal the same." The courts are always open to enforce that right. But, we are sometimes told, the courts belong to the corporations. I do not believe it is true. On the contrary, my observation and experience is that as a rule our Judges—State and Federal—are upright, impartial men, differing, of course, in ability, but generally in the discharge of their official duties doing what they believe right and proper. I should be very much discouraged to think otherwise.

Congress had better let the law governing interstate transportation, as it now stands, take its course in the courts, the proper tribunal for the adjustment of all questions as they arise. M. C. BUTLER.

NORTH AUGUSTA, S. C., March 24.

From a Roosevelt Republican.

TO THE EDITOR OF THE SUN—*Sir:* I wish to congratulate you upon the great amount of common sense and justice pictured by you in yesterday's SUN under the caption "Advance Sheets of the Story of a Coal Strike."

Would to God that men in high positions had been able to see far enough ahead to forestall you in the sentiments which you give to the public.

I have heard many speeches since the days of Lincoln and Tom Corwin, but never have read an article that had more truth in it than the one I refer to at this time.

I am a Roosevelt man, an old soldier and a follower of Republican principles; but I have no use for toadying to murderers or dynamiters.

RAHWAY, N. J., March 25. J. W. P.

Misfortune of Less Mudd of Missouri.

From the Paris Mercury.

Less Mudd of Indian Creek was sent to the asylum Monday, county court meeting in extra session for that purpose.

THE EQUITABLE.

A Possibly Ironical Suggestion for Adjusting Its Extensive Affairs.

TO THE EDITOR OF THE SUN—*Sir:* The Equitable Life Assurance Society being a stock company, what could prevent the directors, the stockholders, from winding up its affairs by reinsuring all its risks in other companies by means of the legal reserve and then dividing among themselves, the stockholders, the nearly eighty millions of surplus?

This surplus interests policyholders only to the extent stated in the policy contracts, namely, those policyholders surviving at the end of the designated "dividend periods" are to have their "full share of the surplus as *determined by the actuaries of the society.*" Of course if there "ain't any core" they can't have it.

Why isn't this a good way of settling this internal, injurious fight? The stockholders would participate in the surplus division according to their holdings. Mr. Hyde, who has a majority of the stock, would get something like forty millions, and he could then invest this through trust companies, or directly on the exchange, without any criticism from Mr. Alexander or others.

EVERALD BEAUMONT LYDEGUARD.

NEW YORK, March 26.

HAMILTON COUNTY.

Arguments in Favor of Uniting It With Adjoining Counties.

TO THE EDITOR OF THE SUN—*Sir:* There has been a good deal of misapprehension as regards Assembly bill 461, introduced by myself, to abolish the county of Hamilton and to annex the territory thereof to the adjoining counties.

The county of Hamilton in area is some sixty miles long and thirty miles wide. It has less than 5,000 population, scattered about in remote and isolated places, separated by mountain ranges. The geographical situation of the county is such that as to some portions of the county the few residents there have to take a journey in a roundabout way to get to the county seat, consuming about two days coming and two days returning. The situation is such as to portions of the county that in order to reach the county seat and return it takes as much time almost as it does to go from New York to San Francisco.

Hamilton county has its full and complete quota of county officials, and it costs to run this county government for less than 5,000 population about $30,000 a year. The State of New York pays a very large portion of Hamilton taxes on account of its large holding of forest lands in the county. If an outsider has anything to do with Hamilton county business, to make a search in the Hamilton County Clerk's office, or to transact any kind of county business, a long stage ride of thirty miles is necessary from Northville up to Lake Pleasant, including a day going and a day returning.

If the county were abolished and its territory divided according to the natural geographical outlets, these long, difficult journeys would be done away with. The State would save something, all told, about $25,000 a year, and the only ones to suffer would be the Hamilton county officials and those affiliated with them. The cost of government in Hamilton county is over $20 per capita; nothing like it can be found in the State of New York. In Herkimer county the cost of government is about $3 per capita. The average tax rate is $3.86 on the hundred in Hamilton county, while in Herkimer county it is 96 cents on the hundred.

A. B. STEELE,
Member Assembly, Herkimer county.

ALBANY, March 25.

U. S. AGAINST RUMSELLERS.

Effort to Protect Employees Working in the Reclamation Service.

The registers and receivers of the United States Land offices in Arizona, California, Colorado, Idaho, Kansas, Montana, Nebraska, New Mexico, Nevada, North Dakota, Oklahoma, Oregon, South Dakota, Utah, Washington and Wyoming were instructed last week by the Commissioner of the General Land Office to notify all persons who have heretofore entered, or who hereafter enter, any of the lands which have been segregated under the reclamation act of June 17, 1902, that the leasing of these lands to persons who sell alcoholic liquors, principally to the employees engaged on the Government works, will be deemed sufficient cause for the cancellation of the entries.

The officers of the Land offices are giving the widest possible publicity to the fact that use of any lands withdrawn under this act, whether they have been entered or are unentered, for the sale of liquor, will be prevented by actions in ejectment, by injunction or otherwise.

This action was taken because of the conditions existing in Nevada, where the Government work employs several thousand men. Homesteaders have leased portions of their lands to liquor dealers, and murder and robbery have been common in consequence. The Commissioner's decision is likely to correct these abuses, and will undoubtedly prevent their occurrence in other sections wherein the Government is about to engage upon similar works.

Only Once.

A great many similar "accidents" have occurred which never occurred before and are not likely to occur again.—*The New York Times.*

The stranger strolled through the village streets until he arrived at the cemetery, says the old story. The gravedigger was hard at work excavating a grave.

"Do people die often hereabouts?" asked the stranger.

"None of 'em ever died more'n once since my time," answered the gravedigger, wiping the sweat from his forehead with the back of his hand.

Dress Suits and Democracy.

TO THE EDITOR OF THE SUN—*Sir:* If the public has not yet forgotten the fun poked at President Harris of Amherst College for asking the alumni for "dress suits" for the students who were too poor to purchase them, nay, the sneers which that request called forth—perhaps you will allow me to place on record the unanimous opinions of a body of American college men, from different institutions, now in residence in London.

They are, in effect, that Dr. Harris is deserving of the greatest commendation for fairly facing the question of false democracy and deciding that a boy need, nay, should not remain a boor merely "because his daddy was," but that, quite to the contrary, true democracy demands that both rich and poor should have the privilege of conforming to the usages of society, as, for good or bad, we have made them.

Dr. Harris is an ideal college president, and he is assisted in his work by a wife who is in every sense the alma mater of the students, helping them in their intellectual and social tasks and cheering them to victory on the athletic field. If there is any snobbishness at Amherst it has remained for some of your all too "smart" correspondents to discover it. EDWARD BRECK.

LONDON, March 17.

TO THE EDITOR OF THE SUN—*Sir:* Ought a young man with only two pawntickets and two cents to wear a dress suit? PHILETUS ASH.

SOUTH ASHFIELD, Mass., March 25.

The Lowest Mountain on the Map.

TO THE EDITOR OF THE SUN—*Sir:* There has always been more or less dispute about which is the highest mountain in the world, but the lowest mountain does not appear to have interested the geographers to a great extent. Yet there is a lowest mountain, at least in the United States, and it is Mount Cornelia. This little mountain, only sixty-three feet high, is located on Fort George Island at the mouth of the St. Johns River, Florida, and is the highest point of land on the coast between Cape Hatteras and Key West. A flight was established on it at one time, but at last accounts it had been discontinued. TRAVELLER.

PASSAIC, N. J., March 25.

Little Fluctuation in Earnings of English Railways.

From Scribner's Magazine.

While we are inclined to criticise English railroads with much freedom, they have a record in one respect which our own railroad managers must look upon with respect. The gross earnings of the English roads never showed an unfavorable fluctuation, as compared with a previous year, of over 1¼ per cent. With all the talk of poor railway management, of decadent industries and of the economic evils of war, it is confusing to find that the commercial development of Great Britain, measured by her gross railroad traffic, presents an almost unbroken record of advance. Net earnings, however, have been badly cut into by the rise in wages and by the higher cost of fuel.

Kansas Smokers.

From the Topeka Capital.

Ninety-nine of every hundred men in Salina smoke. The other one in a hundred smokes only during political campaigns.

HE NEVER SAID SO.

Prof. Williston Denies Certain Views Attributed to Him.

TO THE EDITOR OF THE SUN—*Sir:* It has seemed futile to attempt to correct the statements going the rounds of the newspapers, purporting to be the substance of some remarks made by me before a class in paleontology. That so able a paleontologist as Dr. J. M. Clarke, however, accepts these statements as in the main expressing my views makes it proper that an explanation be given.

I have never, so far as I can recall, or under any circumstances, expressed an opinion as to the probable duration of man upon the earth. In fact, I have never given any thought to the subject, knowing full well, as does every paleontologist, how idle such speculations are.

I have never said that man is overspecialized. On the contrary, I have repeatedly spoken of the underspecialization of many of his functions.

I have never said that birds would become the future dominant animals of the earth—an idle speculation, since birds already appear to be at or near the zenith of their development.

The whole matter has apparently grown out of the following ideas as expressed by me: In the history of past life, high specialization has been one of the factors, perhaps the chief factor, leading to extinction, because of the difficulty of animals possessing such specialization readily adjusting themselves to unfavorable environmental conditions; and if this law were applied to man himself he would eventually become extinct, and be replaced by some other highly endowed organism springing from a generalized stem. That man will be subject to this law in the future, or that his mental and psychic endowments may not vitiate conclusions drawn from past history, does not interest me especially. I am not an anthropologist or a psychologist, merely a paleontologist, studying the history of past life.

Is it reasonable to suppose that a scientific man, if he had such radical views as have been imputed to me, would seek to publish them through a newspaper reporter rather than in a scientific journal?

S. W. WILLISTON.

UNIVERSITY OF CHICAGO, March 25.

AMBIGUOUS FOODS.

Are Frogs, Canonically Speaking, Considered Fish or Fowl?

TO THE EDITOR OF THE SUN—*Sir:* A few days ago the Very Rev. Dr. Hayes, Chancellor of the Archdiocese, gave in THE SUN the official facts and figures showing that, canonically at least, oysters, crabs and lobsters were fish and therefore under the Lenten ban that prohibits the eating of fish and meat at the same meal until after Easter.

But there are other doubtful viands. How about turtle, frogs and terrapin? Many now class them in the elective order, to be eaten either as fish or flesh, as the fancy or circumstance inclines.

In the case of the frog, however, the recent rulings of the United States customs officials are raising conscientious scruples. It will be remembered that Secretary Shaw not long since decided that for tariff purposes the frog was a bird, whose dainty saddles must pay duty as "poultry."

Now the board of general appraisers, on appeal from this decision, holds that frogs' legs must be classed as "non-enumerated unmanufactured articles."

Can the learned and very reverend Chancellor give us the canonical and final word in the matter? Can we eat turtle, frogs and terrapin on Friday and with meat during Lent? CANONICUS.

NEW YORK, March 25.

Where Are Kuroki and Kawamura?

TO THE EDITOR OF THE SUN—*Sir:* Owing to the complete silence of the Japanese about all that is going on in Manchuria except the movements up the railway and the confusion that always ensues in reports coming from a defeated and retreating army, there is great uncertainty as to what the next developments may be. The armies of Gens. Kuroki and Kawamura seem to have vanished into space east of the line of the Russian retreat, but in what direction cannot be told for certain. One report represents one of them as making for Vladivostok by way of Kirin, but although according to military calculation there are only fourteen marches from there to Poltafka, on the Russian Usuuri frontier, if it has taken that road it is probably with the intention of cutting the Harbin-Vladivostok railway somewhere about Ninguta, a town of about 12,000 inhabitants, on the Hurka River, which flows nearly due north into the Sungari at Hanhalai or Sansintchen. From Ninguta, which stands about midway between Vladivostok and Harbin, there is a direct and well travelled road to Possiet Bay, a distance of eight or nine marches, which would have to be evacuated by the Russians and become a naval base for the Japanese within easy distance of Vladivostok. Or it may be that under cover of silence they are stealing by roundabout routes to some point nearer Harbin.

In any case Harbin seems to be becoming a dangerous base for a defeated army with slender communications, and it is not surprising that everything likely to embarrass the army is being moved from there backward to Tsitsihar, a town of about 35,000 inhabitants, on the east bank of the Nonni River some two hundred miles northwest of Harbin. But if, as reported, a Japanese cavalry column with a large number of Chinese irregulars is moving up the trade road from Kaiyuan that crosses the Nonni at no great distance below Tsitsihar, a further retrograde movement to the west of the Khingan Mountains would become imperative. In the event of the abandonment of all the country to the east of the Nonni a very short time would suffice for the Japanese to send a force to Aigun, on the Amur, opposite Blagovestchensk, cut the navigation of the Amur at that point and at one stroke cut off further access by the Russians to the sea by that river and obtain possession of all the steamers, barges and the supplies of grain on which the Russians are now depending for the time when navigation opens.

Leaving out of account all other considerations except the military, the prospect for the Russians is dark enough; but it may not be as black as it looks, though at St. Petersburg there must be in high places many sincere regrets that Manchuria was not evacuated at the time and in the way to which the Russian Government had pledged itself two years ago. F.

NEW YORK, March 25.

Irish Soldiers.

TO THE EDITOR OF THE SUN—*Sir:* Your correspondent "R. J. J.'s" fear that the Irish will claim Napoleon Bonaparte for their countryman reminds me of what the late Gen. Sweeny once said. He was speaking to a brother officer of the preeminence of the Irish as soldiers.

"Oh, pshaw! Sweeny," retorted the officer, petulantly, "you will claim next that Napoleon Bonaparte was an Irishman."

"No," replied the General, "I don't claim that but I do claim that the man who whipped him [the Duke of Wellington] was." JAMES POOTON.

NEW YORK, March 23.

The Progeny of