The Sun.

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William Travers Jerome.

We understand that Mr. WILLIAM TRAVERS JEROME is considering the propriety of offering himself as an independent candidate for the Governorship of this State.

If Mr. JEROME runs Mr. JEROME will be elected.

Go West, Grand Young Man!

The Grand Young Man from Indiana must be surprised and pained by the unfeeling conduct of the Arizonans. Both political parties in Arizona are opposed to joint Statehood. They are making common cause and will conduct a joint campaign against it.

How large, if that adjective can reasonably be made to apply *de minimis*, is the "strength" of the joint Statehood proposition? Will it be approved by ten per cent. of the voters? Will it be approved by five per cent.?

The Grand Young Man ought to throw himself grandly into that campaign. To borrow the majestic metaphor of a brother statesman, the Hon. ME MORAN, Mr. BEVERIDGE should become "a stalking horse to stem the raging t ide."

An "American Peril"?

Impressed by the enthusiasm with which Secretary ROOT was welcomed at Rio de Janeiro, a St. Petersburg newspaper professes to see in the Pan-American conference a scheme of the United States aiming at the establishment of a hegemony in the New World. In view of such a hegemony, it raises the cry of "The American Peril," and predicts that the time is not distant when the Slav, German and Latin races of Europe will be forced to unite for self-protection against a combination of Greater America, Greater Britain and Greater Japan.

There is more basis in facts and probabilities for this prophecy than for the previous prediction emanating from the same source, that our republic is destined to be the next victim of Japan. The word hegemony, of course, is vague. According to historical precedents it may involve only occasional interference with the internal concerns of allied States on the part of the leading Power, such as at certain periods was practised by Sparta or by Athens in the affairs of Greece, or it may amount to a dictatorship such as was exercised by NAPOLEON over the subsidiary kingdoms bestowed by him upon his relatives. It is obvious that neither the one definition nor the other would fit the species of hegemony which our Latin American neighbors might conceivably concede, and which the United States might consent to accept. That there is a community of interests as regards the political relations of the American commonwealths, viewed collectively, toward the Old World, is indisputable. For the furtherance of those common interests it is quite conceivable that the Latin American States might be impelled by esteem and confidence to desire the United States to play t' e part of leader in international negotiations. At the next Peace Congress, for example, the New World, as a whole, might have more weight if all the independent American countries should agree to vote together and should put forward as their joint spokesman a representative of our Federal Government. As each Power represented at The Hague, whether great or small, will have an equal vote, it is plain enough that our country, if invested with the kind of leadership just mentioned, would find itself possessed of tremendous influence; and, in fact, were it assured of cooperation on the part of Great Britain and Japan it might be able to dictate every decision of the congress. As such cooperation is at least possible there is some little ground for the Russian newspaper's apprehension of a British-Japanese-American combination.

A combination is always possible where the interests of the parties conflict nowhere and at some points converge. That such is the relation of the interests of Great Britain and Japan has been recognized officially by a treaty of offensive and defensive alliance. The chances of friction between the Americans and the Japanese, which formerly were presented in the Philippines and Hawaii, have been eliminated by the transfer of Japan's ambition for territorial aggrandizement to the Asiatic mainland. Japan and the United States are attracted to one another, not only by the absence of the faintest desire on our part to acquire a foothold on the Asiatic continent, but by our possession of a common friend, Great Britain, whose good will assures to the Japanese immunity from naval attack, and to us a vast and increasing market for our food staples. In a word Greater Britain, Greater Japan and Greater America would seem to have nothing to lose should they decide to act together for international purposes.

Such a combination, far from being what the St. Petersburg newspaper pretends to see in it, a menace to the European continent, would be, on the contrary, a guarantee of the peace of the world. It would crave nothing that the Slav, German and Latin races of Continental Europe now possess. On the contrary, the more those races are able to develop their home resources and the latent wealth of their transmarine dominions, the better customers they would prove for British-Japanese-American purveyors. All that the new threefold coalition imagined at St. Petersburg would aim at would be to preserve inviolate its own territories and spheres of influence. About its ability to attain that object there can be no doubt. If a British-Japanese-American combination chose to issue a fiat to that end, the flag of every other nation might be banished from the waters of the globe. Were the enormous preponderance of their collective naval forces to be exerted for the purpose, the whole of Continental Europe might be hermetically sealed. From this point of view it is patent that the power of the suggested coalition would be colossal and irresistible. On the other hand, Continental Europe could not be penetrated by land, and could be subjected only to the loss of its ocean borne commerce and dependencies beyond the seas. Under the circumstances it is obvious that the outcome of a contest between the Slav, German and Latin races of the European mainland, on the one hand, and a British-Japanese-American league on the other, would be not a checkmate, but a stalemate. Neither party to the contention could conquer and absorb the other.

A game which visibly can have no other result than a stalemate has no charm for anybody. It will never be played. The triple combination of which the St. Petersburg paper dreams would, could it be realized, prove not a peril, but a blessing. Its voice would necessarily be raised for international peace, since it could have nothing to gain by war. As its moral ascendency would be backed by absolute supremacy at sea, the Hague tribunal would practically constitute a tribunal for the registration of its tranquillizing decrees. It would thus be in a position to compel a reduction of military armaments on the European continent and the complete substitution of arbitration for war.

We suggest that our St. Petersburg friend should look elsewhere for a scarecrow. Russia, having already suffered for two centuries from one Mongol invasion, should recognize that for her there is more substance in the "Yellow Danger" than in an "American Peril."

Denatured Alcohol.

There is every reason to believe that cheap alcohol will be of incalculable benefit to the American people in many ways, but there should be no further use of the following statement, which we quote from a publication of good standing:

> "Wherever exists a potato patch, a beet field or a grain field, there exist the elements which enter into it (alcohol). Consequently any farmer may make alcohol from the raw material at hand with the simple and comparatively inexpensive appliances needed to extract the spirit and distil it to the proper consistency."

This is a misleading and possibly a trouble making statement. The farmer who essays the production of alcohol "from the raw material at hand" will find himself in an interesting "mixup" with the internal revenue officers. The penitentiary opens its hospitable doors to those who operate stills, either large or small, without a special license from the Government. The product of distilleries must, under the law, go into warehouses, from which it is released only under certain specified conditions. The notion that the bill passed by Congress last spring makes it possible for every man to run a "simple and comparatively inexpensive" distillery for the production of cheap alcohol is entirely erroneous.

Cheap alcohol promises to become an important factor in the economy of the American home and in American industries, but it is not well to circulate false ideas about its manufacture. It is a matter of common knowledge that ethyl alcohol can be made from corn, beets, potatoes, molasses and various other substances. It is a matter of common belief that it can be produced in this country from those substances at prices that will bring it into successful competition with the oils derived from petroleum. There is wide difference of opinion among authorities and experts regarding the cost of the denatured article, the best system of rendering proof alcohol non-potable, and the relative value of alcohol and gasolene for power purposes. Although it promises much, the use of alcohol for light, heat and power is still in the experimental stage.

Inventors, mechanics and chemists are busily engaged in efforts to discover the most effective and most economical ways in which this material may be used as a source of light, heat and power; but the farmer will not be free to make his own alcohol from his own corn and potatoes. The manufacture of alcohol will be an extensive industry in which a large sum of money will be invested. The scope and the possibilities of the product remain for determination by practical experience with it.

An African Pioneer.

The death of GEORGE GRENFELL, which the English newspapers announce, removes one of the heroes of African exploration. He went to the Congo soon after STANLEY'S great discovery, and belonged to that first band of brilliant explorers that solved the problems of the great river system. He did more than any other man to lay bare the mysteries of the Congo and its tributaries, and on the many careful, detailed maps that he sent home to England the standard English map of the upper Congo is based.

GRENFELL'S most noted achievement was the discovery of the Ubangi River, which in its upper course is called the Welle, and forms the main waterway between the basins of the Nile and the Congo. His exploration of other great affluents of the Congo from the north and the south and his steady work in mapping were fully as meritorious from the scientific point of view. In 1887 he received the Royal Geographical Society's medal.

Notwithstanding his acknowledged merit and the use geographers have made of his discoveries, it is remarkable how little the general public has heard of GRENFELL and his work. The thirty years he spent in Africa were in the service of the Baptist Missionary Society, and his chief occupation was that of missionary to the blacks. He never found time to write a book, and the accounts of his journeys are to be found mainly in his reports, printed in missionary periodicals. In spite of this his name was becoming known when about twenty years ago he thought fit to marry a native wife. From that time he was dropped completely in England, and it is only recently that in the British efforts to blacken the Belgian administration of the Congo the Rev. Mr. GRENFELL has again been quoted as an authority on life in Africa.

He died at Basoko on the Lomami, in the land to which he had given his whole life and work, of blackwater fever—a proof that neither time nor knowledge of the country can acclimatize the European in tropical Africa.

Sad Case of Round Bale Jim.

Round Bale JIM of Arkansas is a horrible example for the youth of the nation. Ten years ago he was as pure a trust buster as could be found in a day's walk. To-day he has sunk so low that he has no shame in advocating the wicked schemes of the very head and giant of all the corporations in the land.

Like many another, JIM JONES has fallen by degrees to the state in which he now is. His first excursion from the narrow path was short. Had he reformed then he might have been saved. But the fruits of transgression were sweet. JIM liked their taste. Further and further afield he wandered until the round cotton bale trust caught him. From that moment JIM JONES was lost. Trust busting knew him no more. He cut himself off from his old friends. He associated with the enslavers of a nation. He began to be proud of his growing bank account. He put the dollar above the man.

Thus in time he came within the influence of the Standard Oil Company. He did not seek to repulse its advances. He yielded gladly to its summons. He enlisted as its attorney. He agreed to fight its battles against the downtrodden and oppressed in whose behalf so short a time ago he labored valorously.

Sad beyond words is the story of Round Bale JIM'S apostasy. His case seems to be hopeless. He himself does not realize his degradation. He has offered to come East and supervise in person the reception to be given to WILLIAM JENNINGS BRYAN. Perhaps he hopes in this way to preserve his standing as an antimonopolist, but even BILL the Taint Killer will despair of saving a man so far gone in iniquity.

A private car for W. J. B.! No, no; the caboose for him, if he knows himself!

Youth will not be denied. At 82 Senator WILLIAM PINKNEY WHYTE of Maryland refuses to take a vacation, because he has too much work to do.

Professor HENRY E. ARMSTRONG'S dictum that "no one has yet handled radium in such quantity or such manner that we can say precisely what it is" will be vigorously combated by the advertising quacks.

The Democrats are demoralized over the situation.—*From report of Wayne county Democratic convention carried for* HEARST.

Demoralized Democrats usually vote for an Independent, or take to the woods.

The Oyster Bay naval review will not be as big a thing in tonnage and ordnance afloat as the British naval complement in mimic warfare, but the quality will be there. Ship for ship we can pride ourselves on the display, and those 15,000 tars will be as good as any behind the guns; a bit better, we think.

Is the fact that a girl of ten killed a deer worth a despatch from San Francisco? She should have been spanked and put to bed.

Brooklyn is quick in assimilating classical culture. The "pantorium," which for some time had given dignity to the necessary process of pressing unmentionable creations, has given rise recently to the more comprehensive term "suitorium." The sight of this sign has inspired neighboring tradesmen, and already "harnessorium" may be seen in one window.

Where the Pudding Went.

TO THE EDITOR OF THE SUN—*Sir:* Being a commuter living up the river, I am of course accustomed to "go down town" every morning. I am also somewhat prone to prowl around the refrigerator during these warm nights and quietly dispose of any "unconsidered trifles" that may tempt my appetite, without publishing the same to the household at large. We have a new importation from Finland, named Hilda, who governs our household matters autocratically, and who is uncommonly apt at making dry jokes, and good ones, too.

The other day my wife was looking up something for lunch, and remembering a nice pudding that we had not been able to finish the day before, said to Hilda: "Do you know where that piece of cold pudding is?" Without a smile on her face Hilda answered: "Yes, ma'am, it has gone down town." G. B. S.

YONKERS, August 9.

Call for Six Suppressions.

TO THE EDITOR OF THE SUN—*Sir:* In the comparative leisure of the "silly" season, wouldn't it be worth while to try to suppress:

1. Simeon Ford, of whose horseplay jokes the discerning are weary.
2. The ladies (?) and gentlemen (?) who use toothpicks in restaurants.
3. The writers who keep on prating about "dear old Broadway" (that hellish Bedlam of flat wheel cars!) and the "Great White Way."
4. The "gigglers" of the feminine persuasion, rife everywhere.
5. The men who talk with cigars held firmly in their teeth.
6. The irresponsible illiterates who write to the "yellows" condoning murder.

NEW YORK, August 10. NEW YORKER.

Emigration From the Jerseys.

TO THE EDITOR OF THE SUN—*Sir:* Can some of the learned naturalists tell why the mosquitoes have migrated from Jersey to Manhattan? This is the first summer in New York that I have ever been pestered by the pestiferous pests. It's slap! Bang! ——! every night. STUNG.

NEW YORK, August 10.

A Curious Impertinent.

TO THE EDITOR OF THE SUN—*Sir:* The observations of a Mere Man are that girls who wear elbow sleeves have to "arrange" their hair very much oftener than the girls who wear the old fashioned long sleeves. Can you tell me why?

NEW HAVEN, August 10. A BACHELOR.

Realism Overthrows Romanticism.

The Romantic One—How poetically beautiful is the evening dew.

The Practical One—Yes, you might call it the sweat on the brow of the hill.

THE MERCHANT MARINE.

How England Has Kept the Mastery of the Seas.

TO THE EDITOR OF THE SUN—*Sir:* Just at present there are many Scotchmen, Englishmen and Germans, too, who are opposed to subsidies for American shipping in the foreign trade, and they are not all in the United States, although their well posted, well advised and well equipped representatives are here to do the needful. With the demand for American shipping growing, and some $180,000,000 a year at stake, naturally those now receiving that sum will fight, and fight hard, too, to retain it. But when foreigners attempt to prove that subsidies to our ships in the foreign trade are unnecessary, by pointing to our coastwise shipping, which since 1817 has been by law protected against the competition of any foreign shipping, this now including our trade with Hawaii, in which trade the American-Hawaiian line steamships run, they disclose a degree of ignorance that makes them appear foolish to those who are up on the real facts.

If our ships in the foreign trade were equally free of foreign shipping competition, then, of course, no subsidies would be required or asked. That prohibitive protection would suffice. This protection explains why we have such magnificent ships in our domestic trade. The lack of protection also explains why we have no ships—or so few ships—in our foreign trade.

Nothing has been more adroit—statesmanlike, perhaps—than the way Great Britain has succeeded in retaining the mastery of the sea, the key to the world's dominion. Her selfish determination to prevent colonial built, more cheaply built, better built, more handsome, safe and speedy vessels from competing with British built ships in the world's carrying trade was one of the potent factors in bringing about our revolution, and the effect of her shipping protection policy in restricting the development of our oversea shipping after we had achieved our independence was the chief stimulus to the holding of our constitutional convention and the adoption of our present Constitution in 1787. Those events led to the adoption by our first Congress (in 1789), at the very beginning of its first session, of a shipping policy similar to that the British had adopted under Oliver Cromwell and the second Charles. Under it we at once wrested from the British the carrying of all but a fraction of our own foreign commerce, and we bid fair, with our infinitely superior ships, to wrest from her the mastery of the seas.

At first England's statesmen arrogantly declined to modify in any way their drastically protective shipping policy. Long after all the rest of the world saw that we were the most formidable rivals the British had ever encountered upon the sea, her own people could not be brought, until the marvellous skill, courage and intrepidity of our seamen during the war of 1812-15 had well nigh swept the oceans clear of her ships, to realize our matchlessness afloat. Then her statesmen were willing to treat with ours, and most assiduously the former addressed themselves to the task. By skilfully playing upon our self-confidence and pride we were cajoled into believing that by removing protection from our ships and through our adoption of the policy of "reciprocal liberty of commerce"—seductive phrase!—we could still further increase our sea power and prestige. Hence our treaty of commerce and navigation of 1815, by which protection was abandoned by both Powers in intercourse between the United States and "His Britannick Majesty's possessions of Europe," our laws of 1817-18 and of 1822, by which this policy was extended to the trade with the British West Indian possessions, and, finally, to our act of 1828, by which we provided for the complete (but gradual) abandonment of our successful and masterful shipping protection policy.

Here comes into play Great Britain's masterful (even if ruthless) statesmanship. Long before 1850—in the '30s—she had begun to use iron for shipbuilding, the promotion of which new industry she encouraged by inaugurating her famous subsidy policy. Having demonstrated, with those two instrumentalities, after long and satisfactory tests, her ability to strengthen her hold upon the world's carrying, she proceeded to consummate it. "Reciprocal liberty of commerce," by which it had been solemnly agreed between her Government and ours that protection should be abandoned, gave place to her generous policy of mail subsidies.

Our successful subsidy policy, which had been inaugurated in 1845-47, and which led to the establishment of three American transatlantic lines, she had met with increased subsidies, which mounted higher and higher in her determination to drive our superior ships from the seas. The withdrawal of the subsidies by our Government in 1858 caused the ruin of our lines and their withdrawal from the transatlantic trade, leaving Great Britain in supreme control.

By adopting the policy of admitting foreign built vessels to British registry ("free ships"), but only after ships could be built more cheaply in Great Britain than elsewhere, she pretended, and she actually made the world believe, that her success upon the sea was due to that policy. As a matter of fact, except for the period of our civil war, and then only because of the devastation wrought by Confederate cruisers built, equipped and manned in Great Britain, and the selling of our ships at panic prices, never more than a fraction of 1 per cent. of the shipping upon the British register has been foreign built.

Whatever lingering doubts may have existed as to the sincerity of British free ship pretensions were forever dissipated when the last British-Cunard contract was made, by which Great Britain loans that British steamship line that she has subsidized for sixty-seven years $13,000,000 at 2¾ per cent. interest for twenty years and gives the Cunard Line a total subsidy of $1,(9)0,000 a year for twenty years in addition, requiring that the new ships thus subsidized shall be built "in the United Kingdom," so fearful was she, apparently, that they might be "made in Germany." That contract, and the contract by which Great Britain required that the 120 British steamships purchased by the American syndicate a couple of years ago should remain British for twenty years, that all of their officers and so much of their crews as the British Government might require should be Britons, and, wherever possible, members of the British Royal Naval Reserve, proves completely the profound concern Great Britain has for her dominion of the seas and exposes the highly protective measures to which she may at any and all times resort for the protection, preservation and supremacy of her merchant shipping.

Through the adoption of some thirty treaties of commerce and navigation with all of the great Powers of the world we have estopped ourselves from using the instrumentality of the tariff for the protection of our shipping in the foreign trade. We may discriminate against anything else a foreigner may send here save alone his ship. Our tariff wall may be 300 per cent. high to keep out his wares, but it is "on the level" as to his ships, and by treaties so numerous as to make their abrogation impracticable, at least at present. Being unable to secure protection for our ships through the same instrumentality that our other great industries are protected against foreign competition, we are forced to the policy of direct subsidies and bounties, to defeat the adoption of which by our Congress we may be sure the other great maritime nations will interpose every obstacle in their power. They do not want us to succeed.

Considering that for nearly seventy years Great Britain has uninterruptedly given subsidies to her ships; that during that time she has paid out far in excess of $300,000,000 in such subsidies; that she has scarcely a merchant steamship of fourteen knots speed or upward that is not subsidized; that her most recent contracts have conclusively shown the extent to which she is willing to go to protect and increase her shipping; that her subsidies to her ships were never before so great as they are now; and that thus protected and thus subsidized Britannia's shipping "rules the wave," why should we hesitate to adopt sufficient subsidies to give us a much needed American merchant marine in the foreign trade? ALEXANDER R. SMITH.

CLEVELAND, August 9.

Ethan Allen Hitchcock.

From the Milwaukee Sentinel.

A man who produces the maximum of results with the minimum of self-puffery.

A Lover's Hesitation.

From the Somerville Journal.

A little sprightly, saucy minx—
That's Dolly!
Who often acts before she thinks—
That's Dolly!
Who's always bright, and glad, and gay,
Whose life is one long round of play,
Who's happy all the livelong day—
That's Dolly!

A grave and somewhat sober lass—
That's Polly!
Who wastes no time before the glass—
That's Polly!
Who's calm and quiet, fair and sweet,
Who's fond and tender, shy, discreet,
And simply good enough to eat—
That's Polly!

Sometimes I think the one for me
Is Dolly,
But then at once new charms I see
In Polly.
And so I halt between the two,
All undecided which to woo,
I really don't know what to do—
What folly!

BUDAPEST INVITES AMERICA.

Hungarian Statue of Washington To Be Unveiled on September 16.

TO THE EDITOR OF THE SUN—*Sir:* When, a few years ago, a statue was erected in the city of Cleveland, Ohio, to Louis Kossuth, concurrent with the unveiling of this statue a movement was set afoot by representative Hungarian citizens of the United States to raise the money necessary to defray the cost of erecting a statue to George Washington in the city of Budapest.

This monument was intended to be a tangible expression of the appreciation of not only the reception extended to Louis Kossuth in 1851 by the Government and the people of the United States, for which reception the Hungarians of America responded by joining the army of the Union at the outbreak of your civil war; this idea of erecting a statue to George Washington in the city of Budapest had also the purpose of proving the never swerving feeling of gratitude for the welcome accorded by the United States to those of our people who have adopted that country as their home, and this idea was heartily indorsed by many of the leading public men of America, among them Vice-President Charles W. Fairbanks, ex-President Grover Cleveland, Senator George F. Hoar of Massachusetts and Senator M. A. Hanna of Ohio, Governor Pennypacker of Pennsylvania, William Jennings Bryan, John Wanamaker, Representative Charles E. Littlefield of Maine, Mayor Tom L. Johnson of Cleveland and former Mayor Carter H. Harrison of Chicago.

To the call for subscriptions all classes of Hungarian residents of America promptly and substantially responded, and thus manifested their profound and sincere love for their adopted country and also their never failing interest in their native country, so that the undertaking was successfully completed within a comparatively short time, and the statue of George Washington at Budapest will be unveiled by the authorities of this city on September 16, 1906.

To the festivities in connection with the unveiling of this monument of the gratitude felt by the Hungarians of America toward their adopted country, a cordial invitation is herewith tendered to all Americans, the honor of whose presence we solicit. BANZY, Mayor.

BUDAPEST, July 25, 1906.

LOURDES PILGRIMAGES.

Is Government Disapproval Shared by the French People?

TO THE EDITOR OF THE SUN—*Sir:* The announcement made in THE SUN of August 9 that the French authorities are contemplating the suppression or discouragement of the pilgrimages to Lourdes will occasion small surprise, in view of the Government's hostility to the Catholic Church.

While it is true that people with all manner of loathsome diseases and infirmities go to Lourdes to be cured and are immersed in the same pool of water, there is no record of such diseases being communicated to others.

It may be doubted whether the Government opinion expresses the sentiments of the majority of the French people. It was only a short while ago that a Protestant correspondent of THE SUN in writing of the case of a young woman who was cured at Lourdes made the statement that the cure was past human understanding. Many Catholics will not be surprised at a manifestation which confounds the opponents of these pilgrimages. If any harm has been done in the past by those who go to Lourdes it is strange that the fact has not been made known before this. J. F. D.

BROOKLYN, August 10.

Baggage Room Astray on Long Island.

TO THE EDITOR OF THE SUN—*Sir:* The conditions attending the despatch of passengers' luggage on Long Island are intolerable. The baggage department is grossly mismanaged, and being a monopoly there is no apparent relief.

Woe unto the man who, coming down here to dine with friends, proceeds to the Thirty-fourth street ferry and checks his bag or his portmanteau in the blind belief that it will be with him on the train, or that it will follow him by a succeeding train, or that it will arrive in time to enable him to change his clothes for dinner. The baggage man at Thirty-fourth street assures him that it will accompany him on the train, or says that it is too late to be sent by that train, but that it will certainly go by the next. The man is civil and obliging and seems to be sincere. The baggage does not arrive. On Wednesday last at 1 o'clock I checked four small pieces of luggage to Lawrence at the Thirty-fourth street baggage room. I was told that they would go down by the 2 o'clock. Three of them, the smallest, arrived at the station at 7 o'clock in the evening; the largest, and, unfortunately, the indispensable one, only arrived the next morning. What explanation has the railroad company to offer? I am told that the experience is prevalent on this branch of the road, and I would like to know what other visitors or residents propose to do about it. C. H. R.

LAWRENCE, L. I., August 10.

Base Attack on a Great Bostonian.

TO THE EDITOR OF THE SUN—*Sir:* What has happened to your fool killer that in former days accomplished such grand results?

If he is still alive, for God's sake send him to Boston on the first train; and have him attend to John Bughouse Moran. We could stand for all his "nutty" stunts up to date, but his latest campaign issue, based on accusing a fine lot of decent women of graft simply because they tried to help their weak sisters, is the limit.

I realize that you must think you speak with authority when you refer to him as John Butin, but I know absolutely his name is John Bughouse, and this latest action on his part should prove to any one with an open mind that I am right. F. D.

BOSTON, August 10.

Sounding the Depths.

TO THE EDITOR OF THE SUN—*Sir:* You are continually calling attention in your own inimitable way to the shallowness of Silver Bryan. Will you tell us in any old way just how deep are Buttermilk Fairbanks, Heavy Taft, High Price Shaw and Hirsute Cannon? Answer loud and high. M.

BOSTON, August 9.

Question of Identity.

TO THE EDITOR OF THE SUN—*Sir:* I noticed in THE SUN that E. A. McAlpin was one of the Hearst committee; in another issue, that one E. A. McAlpin was elected president of the Republican League of Clubs. There was some years ago an E. A. McAlpin who ordered some comic opera parades at State Camp before some comic opera queens. Are there three or two or one E. A. McAlpins? MIXED INQUIRER.

NEW YORK, August 9.

The Color of Water.

From the Scientific American.

It was long ago discovered that the natural color of pure water is blue, and not white, as most of us usually supposed. Opinions have not agreed on the cause of the green and yellow tints; these, it has been discovered by W. Spring, are due to extraneous substances. Dissolved calcium salts, though apparently giving a green tint, due to a fine invisible suspension, have no effect on the color of the water when adequate precautions are taken. The brown or yellow color due to iron salts is not seen when calcium is present. The green tint is often due to a condition of equilibrium between the color effect of the iron salts and the precipitating action of the calcium salts.

Fall of a Famous Tree.

From the London Daily Mail.

The Virgin's Tree at Matareih (Heliopolis), in the suburbs of Cairo, has fallen.

This famous tree was a sycamore, beneath whose shade the Holy Family is said to have found shelter after the flight into Egypt. Although this is doubted by many, the tree has remained as a relic associated with sacred history.

Many people carried away fragments of its bark or leaves as a remembrance, and to these especially it will doubtless be a consolation to know that although the old tree has disappeared other trees descended from it still remain.

A Husband's Coarse View.

Knicker—See about the Japanese poachers who were killed?

Bocker—No more than any man deserves who suggests sealskin in August.

DOG DAY EXERCISE.

The "Wise Bunch" Tugging Heroically at a Transportation Problem.

TO THE EDITOR OF THE SUN—*Sir:* "A. C. P." says: "A man in a boat is three miles off shore; if the coast line is straight and he can row three miles an hour and walk four miles an hour, what is the shortest time in which he can reach a point four miles down the coast, and how will he proceed?"

The proper way for the man to get ashore, if he can walk faster than he can row, is this: He must remove all his clothes and put them in a neat pile on the stern seat; then he must carefully note the objective point, four miles down the coast, and, with his eye fixed steadily on it, must lower himself very gently over the starboard side of the boat. When his body is perfectly perpendicular he must let go the gunwale and sink straight downward until his feet touch bottom. Then he must walk in a straight line toward the point in question. This is the coolest and quietest way to spend a summer afternoon.

Here's another: If the thermometer is 100 in the shade and the humidity is 200 per cent. and a man spends his time sweating over fool sums instead of sitting on his back porch and having a couple of nice high ones and smoking a few choice butts, does he really belong to the "wise bunch," or is he emotionally insane or something worse?

BROOKLYN, August 10. A MATHEMATICIAN.

1 Hr. 39 M. 41+ Sec.

TO THE EDITOR OF THE SUN—*Sir:* I estimate that the rower, to get the best results, should lay his course approximately 49 degrees off the direct line toward shore. His course in the boat will be 4.572759 miles long (secant of 49 degrees=1.524253, which must be multiplied by three, as the perpendicular or radius is three miles long). This will take 91.45518 precious minutes, as he progresses one mile in twenty minutes. He reaches shore at a point 3.45111 miles down shore (for the tangent of 49 degrees is 1.15037, which must also be multiplied by three). To do the remaining .54889 of a mile at the rate of fifteen minutes to a mile will take 8.23325 minutes (he can't stop to tie the painter); his total elapsed time, therefore, is 99.68843 minutes, or one hour and thirty-nine minutes and a bit over forty-one seconds.

If we calculate for 48 degrees and 50 degrees we find his time will be 99.69+ minutes and 99.71+ minutes respectively, so that 49 degrees is the nearest whole degree. He doesn't save much, for if he kept his course at 53 degrees 7 minutes + and landed four miles down the coast it would take him only one hour and forty minutes.

I should like to have an equation stated by the "wise bunch" from the solution of which could be derived the exact angle. E. D. A.

ELIZABETHTOWN, N. Y., August 9.

He Must Go Straight.

TO THE EDITOR OF THE SUN—*Sir:* Tell "A. C. P." to row straight to a point six-tenths of a mile from his objective point. He will make the distance in 1.6614378+ hours, the shortest time possible. He must be careful, for landing one one-hundredth of a mile to the right or the left will delay him.

MATTITUCK, N. Y., August 9. C. E. O.

Man's Limitations.

TO THE EDITOR OF THE SUN—*Sir:* It would take a man one hour and twenty minutes to cover the four miles, as he would necessarily have to row, not being able to walk on the water.

SOUTH NORWALK, Conn. August 9. E. A. B.

The All Water Route.

TO THE EDITOR OF THE SUN—*Sir:* Let him row all the way and he'll get there in one hour and forty minutes.

The shortest time for combined rowing and walking would be one hour and fifty minutes, by heading for a point three miles down the coast, which would be reached in one hour and twenty-five minutes, with twenty-five minutes for the walk of a mile. M. L. I.

NEW YORK, August 10.

Algebra on the Deep.

TO THE EDITOR OF THE SUN—*Sir:* Let x=distance from the point on shore nearest to the man in the boat to the point at which he must land. Then distance traversed in boat $=\sqrt{x^2+9}$, and distance traversed on shore $=(4-x)$. Then time for whole journey $=\frac{\sqrt{x^2+9}}{3}+\frac{4-x}{4}$. This is to be a minimum, therefore place $\frac{du}{dx}=0$ and solve for x.

Then we have:

$$u=\frac{\sqrt{x^2+9}}{3}+\frac{4-x}{4}$$

$$\frac{du}{dx}=\frac{1}{3}\frac{x}{\sqrt{x^2+9}}-\frac{1}{4}=0$$

$$\frac{x}{3\sqrt{x^2+9}}=\frac{1}{4}$$

$$4x=3\sqrt{x^2+9}$$

$$16x^2=9x^2+81$$

$$7x^2=81$$

$$x^2=\frac{81}{7}$$

$$x=\pm\frac{9}{7}\sqrt{7}=\pm3.4017$$

$$(4-x)=\pm0.5983$$

It is obvious that we must use the positive value, therefore the minimum time would be taken up if the man rows in a straight line to a point on shore 0.5983 mile from the objective point and on the side nearest the boat's original position and then walks the balance of the way. R. E. L.

DOVER, N. J., August 10.

Afloat and Afoot.

TO THE EDITOR OF THE SUN—*Sir:* Let the man in the boat proceed to a point on the measured four miles on shore half a mile from finish. Tie her up and finish on foot. It will take him ninety-nine and one-half minutes to reach his destination.

NEW YORK, August 9. E. M.

Five Place Logarithms.

TO THE EDITOR OF THE SUN—*Sir:* Let y=the distance rowed and x=the distance down the beach to land. $y^2=x^2+9$ $\therefore y=\sqrt{x^2+9}$

$$\text{Time}=\frac{y}{3}+\frac{4-x}{4}=\frac{y}{3}+1-\frac{x}{4}=\frac{\sqrt{x^2+9}}{3}+1-\frac{x}{4}$$

This is the function of x, which is required to be a minimum. Therefore the first derivative or

$$f'(x)=\frac{1}{3}\frac{x}{\sqrt{x^2+9}}-\frac{1}{4}=0.$$

$$\frac{x}{\sqrt{x^2+9}}=\frac{3}{4}$$

$$\frac{x^2}{x^2+9}=\frac{9}{16}\text{ from which}$$

$$x=\frac{9}{\sqrt{7}}=3.4017$$

$$y^2=9+\frac{81}{7}\quad\therefore y=4.6874$$

$$\text{Time}=\frac{4.6876}{3}+1-\frac{3.4017}{4}=1.7111\text{ hours.}$$

Or 1 hour and 43 minutes.

From the conditions of the problem it is useless to investigate whether this value of x gives a maximum or minimum value for this $f(x)$—it is most evidently the latter.

The arithmetical work of extracting roots can be carried to any degree of refinement. The results given were obtained by the use of ordinary five place logarithms. A NAVAL OFFICER.

BROOKLYN, August 9.

He Who Hasteneth With His Feet.

TO THE EDITOR OF THE SUN—*Sir:* It takes him 1 hour 39 minutes 40 seconds. He proceeds by boat 4.57165 miles and on foot .55 mile. The whole distance travelled 5.12165 miles. If he had gone the whole distance by boat he would have travelled five miles in 1 hour and 40 minutes. He who hasteneth with his feet is to be rich sinneth. JOHN BEATTIE.

LEETE ISLAND, Conn., August 9.

Without Walking.

TO THE EDITOR OF THE SUN—*Sir:* The enclosed diagram answers the fool question propounded so flippantly by "A. C. P." It will be seen that a man in a boat rowing three miles in one hour can cover the distance, four miles down the coast, in just one hour and forty minutes by rowing a direct course. In the time it would require the man to row the three miles to the shore and then walk four miles down the coast the man in the boat could reach a point 5 3-16 miles down the coast.

It is to be feared that the interest manifested in the triangular room-and-carpet problem will set a lot of cracked brains agoing with questions almost as silly as this "mathematical problem." God forbid! N. P.

NEW YORK, August 10.

Another Naval Solution Via Calculus.

TO THE EDITOR OF THE SUN—*Sir:* The man in the boat must land 1.599 miles from the point he wishes to reach, and then walk the rest of the way. He rows for 1.511 hours and walks for .399 hour, and 1 hour 54 minutes and 30 seconds is best possible time the trip can be made in. MIDSHIPMAN.

NEW LONDON, August 10.

POOR LOSERS.

Sympathetic Consideration of the Giants' Bad Conduct.

TO THE EDITOR OF THE SUN—*Sir:* Baseball is a hobby with me, and as a New Yorker I take not a little interest in the club which represents this metropolis. When four such men as Mathewson, Donlin, Ames and Brown have been ailing and almost out for the entire season to date, is it not wonderful how well the club stands? Is it not very well known that the umpire, Johnstone, is persona non grata to the club? Is it sportsmanlike or honest when such is the case for the president of the national organization to force Johnstone upon the club under those circumstances? Is it not usual in a sport to have the umpire satisfactory to both sides? If it is, how can the organization hope to continue intact with a president of the arbitrary type of Pulliam?

A year ago I prophesied that the East and the West would have to make up separate organizations. There is too much bad blood too much antagonism with the present arrangement. As a matter of fact, most of all this may be just bluff. It is to be hoped that McGraw may cool off a little as he matures and be a little less demonstrative, but on the surface he has good ground for his outbreaks. INQUIRER.

NEW YORK, August 9.

Baltimore Opinion of Rowdyism.

TO THE EDITOR OF THE SUN—*Sir:* Brush and McGraw unquestionably inspired the exclusion of Umpire Johnstone from the field in the game scheduled to be played Tuesday with the Chicago club. They may deny until they are blue in the face that they put up that job, and they may, as they already have done, endeavor to shift the blame on the police, but they are not fooling many people.

The police have put it square up to them, declaring that they had nothing whatever to do with the exclusion of Johnstone, and, more than that, have stated that the game could have been played without any riot.

What motive actuated the foolish conduct of Brush and McGraw? Was it cowardice, fearing the result of the game? Brush must be blind to his business interests to keep a man as manager who cannot keep his temper. Can any one tell how often McGraw has been shoved off the field this season? As a matter of fact, is he not the only manager who has been shoved off?

What effect does Brush suppose such conduct of McGraw has upon the conduct of the men under him? If the game—so popular, both from a professional as well as an amateur point of view—is to be preserved and patronized, then the management of the National League should promptly and firmly teach Brush and McGraw a lesson which will be remembered not only by them but also by any others similarly situated who may be persuaded to imitate them.

It is well to remark that the whooping and yelling during the playing of a game (I don't mean genuine applause for skilful play—that is all right—but the disturbing noises of all kinds created for no other purpose than to disturb the pitcher or other players of the opposite side) are evidences of a rowdy spirit, which sooner or later will lead patrons to abstain from the game; and besides, such conduct is not the true sportsmanship which the public expects and pays for.

McGraw can stop, as can any other manager, by proper rules and regulations, all such exhibitions of rowdyism; and if a manager will not stop such conduct he encourages it and should be disciplined. Genuine applause! Yes, let's have an abundance of it, when deserved, but not the other. It is very simple and easy to distinguish between the two, as every fan knows.

BALTIMORE, August 9. JAMES W. MCELROY.

McGraw at His Old Tricks.

From the Baltimore News.

History is repeating itself. In this city in 1902 John J. McGraw, then the manager of the American League team in Baltimore, found that he could not have his own way and began "bullyragging." Yesterday he started on the same tack as head of the National League club of New York city, and the situation is keenly interesting to those who follow the national game. The truth of the matter is that McGraw feels sure that the National League championship is not for him and his team this season.

With the assurance that the pennant is lost, he has begun the same tactics that got him into disfavor here. Then he had the advantage of war between the two organizations, and was able to assume a much wider field of action, even though his course did not endear him to those who despise meanness and trickery. Now, however, things are different. The president of the National League is as firm in his way as the president of the American League and will undoubtedly punish the high-handed action of the New Yorkers. What remains to be seen is whether the president of the National League is the head of that organization, or whether the entire league is at the mercy of the whims of the New York club.

Dead Water and Speed.

From the Scotsman.

One of the most curious marine phenomena known to seamen is that called by Norwegian sailors "dead water," which without any visible cause makes a vessel lose her speed and refuse to answer her helm. The sailor's only definite knowledge of its origin is that it exists solely where there is a surface layer of fresh water resting upon the salt waters of the sea. Several explanations have been advanced by the captains of ships of the effect of dead water, the commonest of which is that the two water layers move in different directions. The true explanation, however, recently offered by Swedish navigators and verified by mathematical calculation and direct experiment, is that in addition to the "resistance waves" at the surface the vessel creates a second line of subaqueous waves between the two strata of water.

The experiment carried out to demonstrate the truth of this theory was an exceedingly pretty one. A large plate glass tank was first mounted on a wooden frame. The tank was then filled to a certain depth with salt water and a layer of fresh water was carefully poured onto the surface, so that two separate water layers were obtained. The salt water was blackened with liquid Chinese ink before the water layers were prepared, and in this way the different layers were made clearly visible. A boat model was then towed along the tank, and a silhouette of the waves produced was obtained by placing a white screen at a short distance behind the tank. The waves were also photographed by flashlight, and the results showed conclusively that waves actually were set up at the boundary line between the two liquids.

Further experiments were made to verify the sudden loss of speed due to dead water. The boat model was drawn across the tank and the towing string suddenly slackened when the boat was about half way across. In cases where the tank contained salt water only the boat stopped gradually, moving some boat lengths after the towing string had been slackened. When the tank contained a layer of fresh water resting on salt water, on the other hand, the boat slackened speed quite suddenly and moved only a very short distance. These experiments, carried out on a small scale, prove conclusively that the difficulties encountered within a dead water zone are really due to the resistance experienced by the vessel in generating invisible waves at the fresh water salt water boundary, although in some particular cases the influence of undercurrents must also, doubtless, be taken into account.

London Bridge.

From the Westminster Gazette.

It is believed that in early Roman times there was a bridge of boats over the Thames. This gave place to a strong, narrow structure built by the Roman occupiers on wooden piles. The remains of this Roman bridge were discovered when the present bridge was built. The Roman bridge was burned in 1136, but was repaired. In 1167 the Norman London Bridge was begun by Peter, rector of Colechurch, in the reign of King Henry II. It was not completed until 1209, a period of forty-two years. In 1282 there was a terrible fire on the bridge, both ends burning furiously, while 3,000 persons were caught between the two fires and either burned to death or drowned. In the fifteenth century there were houses on both sides of the bridge, just as there are on the Ponte Vecchio in Florence at the present time. In Tudor times the heads of political offenders were stuck over the gates of the bridge. One traveller has recorded the fact that he witnessed no fewer than 300 of these terrible trophies impaled at various parts of London Bridge.

In the days of James I. the bridge had become the haunt of jewellers and other small merchants, as we see them on the Old Bridge over the Arno to-day. They succeeded the astrologers and fortune tellers who had settled there in Tudor days. The bridge suffered heavily in the Great Fire of London. In the eighteenth century all the old houses which stood upon it were removed for reasons of safety. Finally, the cost of the continuous repairs became so heavy that the bridge we now see was built. Its recent widening is too familiar to every one to need mention. For hundreds of years the traffic on the bridge has been so great that an old saw has it that no one can cross it without seeing a white horse. The advent of the motor may soon add this old saying to the rest of the vanished historical associations of London Bridge.

Maryland View of Primitive Culture.

From the Baltimore Sun.

Mr. Bryan, overflowing as he is with Western energy and splendid vitality, yet represents in his methods the West of civilization and accepted law; Mr. Roosevelt the primitive West, which was a law unto itself, and to which results were more important than methods.