

The Sun

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John Daniel Speaks for the South.

A careful examination of Senator DANIEL'S Lynchburg interview makes it unmistakably clear that Virginians feel very much alike as regards the political campaign of 1908. THE SUN'S canvass of public opinion in Richmond, published on this page last week, disclosed an attitude practically identical at all important points with that defined by Senator DANIEL some days later at another end of the State.

These Southern Democrats have had enough of populism and socialism, to say nothing of occasional dalliance with anarchy, and are now resolved that for the future they will at least fight under the white banner of Anglo-Saxon civilization, whatever may be the consequences. It has occurred to them that something is due to the founders of the republic and the framers of the Constitution. They are ready, therefore, to assume the too long neglected functions of the high priests of American ideals and to battle against the tide of mingled anarchy and mobocracy threatening our political structure.

Senator DANIEL speaks not only for himself and for the thinking men of Virginia; he speaks also, or so we implicitly believe, for the intelligence, the substance and the responsibility of the Southern people. Hereby he indicates with unassailable authority the attitude of the Democracy of his section. What he has said will doubtless receive the support and commendation of Senator BACON of Georgia, of Senator CULBERSON of Texas, of Senators MORGAN and PETTUS of Alabama—of all the conscientious and important men of his part of the country. Southern Democrats are weary of blind leaders and their deluding and false philosophies. In any event, they will present to the country the much needed spectacle of adherence to the Constitution and championship of the free institutions of our forefathers.

Who is Befriending the Bondsmen?

The alliance between the professional bondsmen and the police which has existed for years and still exists despite all efforts to stop it cannot be obliterated unless the bill to establish a night police corps becomes a law. Its enactment is necessary to supplement the wholesome cleansing processes now in progress in the Police Department under the Bingham law.

Conflicting Views of the Irish Situation.

From the Lord Salisbury returned to power, up to the present time the Irish Nationalist members of Parliament, some eighty in number, have almost always acted as allies of the British Liberals. How will the virtual alliance be affected by the Nationalist convention's unanimous repudiation of the Birrell bill delegating large administrative functions to a central council at Dublin? A small instalment of devotion being the utmost that the Banner Government can offer, and there being no certainty that even this would have been sanctioned by the House of Lords, the more hot heads of Irish patriots, represented by the "Finn Fein" (For Ourselves) Society, would discard utterly the idea of cooperation with any British party, would recall the Irish Nationalist members from Westminster, would have Irishmen refuse to enlist in the British army or to enter into any business or social relations with natives of Great Britain, and would have them boycott all British goods.

There is apparently not the faintest prospect of such extreme measures being taken. A very different and much more encouraging view of the situation is taken by Mr. JOHN E. REDMOND, who retains the leadership of the Nationalist party in the House of Commons, having by an exhibition of remarkable political dexterity made himself the mouthpiece of the Nationalist convention in condemning the Birrell devolution bill, which previously he has been understood to countenance. He does not accept the assumption that in view of the proposed Dublin Council having been pronounced utterly unacceptable the friendly relations with the British Liberals should be ruptured forthwith. There are still concessions, he has pointed out, which the Banner Government is at liberty to make and which are embodied in the

Minister Dawson and Secretary SANCHEZ will fill the loose sails of the Old Ship of Zion with hopeful gales, and perhaps prove an Abraham Lincoln to the lost sheep of the house of JEFFERSON and JACKSON and TILDEN. None so spontaneous and fluent as Mr. BRYAN. Why does he not unseal the lips of his friend WATTERSON? Is he afraid of the shadow of the harmony candidate?

The attitude of Governor JOHN A. JOHNSON of Minnesota toward the Democratic nomination for the Presidency is what might be expected of such a modest and self-contained man. The dedication of the Minnesota monument in the National Park at Vicksburg took him South with his staff a few days ago. It was his first visit to that part of the country, and he was an object of much political interest. To the inevitable question, Was he a candidate for President? he said:

"I am not a candidate for the Presidency, and I don't expect to be. I don't consider it in good taste for any man to make a dead set as such an honor, which ought to come freely and spontaneously from the people in the exercise of their untrammelled choice. It is true that I have received some complimentary mention in different sections of the country where they have noticed the kindly feelings that prompted them; but I am not bidding for national honors, and I am sorry if my visit down here has given any such significance."

With his plurality last year of 78,833 in the Republican State of Minnesota, an impressive record for his plurality in the Roosevelt tidal wave year of 1904, Governor JOHN A. JOHNSON cannot escape being thought of as an eligible candidate by his party. He will still be Governor when the national convention meets next summer.

THE EDITOR OF THE SUN:—I have noted the manner of the recent outbreak of astonishment over the "discovery" that colored people in various parts of the South were slave holders before the civil war, and have been much interested in the fact that none of them were named in either case and yet reference to Louisiana or Indiana is made.

The fact is that both colored men and Indians owned slaves in the two States mentioned, frequently in large numbers, previous to 1865. They were not named in either case, and it is well known that as far back as 1815 colored men possessed very considerable wealth and operated extensive plantations with labor which they had purchased from Africa.

When Seguh, the Chief Skinner of the powerful tribe of Kroyoon, had recovered somewhat from the hurts inflicted on him by Senter, and Smorap, and the other white men, they looked his way, and he looked back at them, and he saw that they were all dead and that he was the only one left standing.

Having secured the opinions of eleven Republican State chairmen that the Republicans in their jurisdictions were in favor of the renomination of President ROOSEVELT, the Des Moines Capital indulges in this prophecy:

Unless he makes another statement reiterating his former declaration, he will be renominated next year in spite of himself.

The Capital, of course, does not understand what this conditional statement implies, which is nothing less than that if Mr. ROOSEVELT wants another nomination he can have it by holding his tongue. He would not be renominated "in spite of himself," but by his own assent, if the Capital were right about his disposition.

If Mr. ROOSEVELT has reason to believe that only reiteration of his former pledge would prevent his choice by the convention, another plain and forcible statement of unshaken purpose not to be a candidate again may be expected of him.

His injudicious friends seem to forget that he would regard it as a stain upon his honor to be persuaded to stand in the light of those Republicans whom he has indorsed as worthy to serve the people in the Presidential office.

Waiting for Mr. Bryan to Speak. Mr. HENRY WATTERSON'S aggravating silence on the subject of his Democratic candidacy for President who would unite the party and inspire it with the hope of victory is at last explained. Replying to the persistent inquiry from every point of the compass, "When will you name the candidate described recently in your paper?" he says:

"Just as soon as Mr. BRYAN can be definitely heard from."

It is now two weeks since Mr. WATTERSON appealed to Mr. BRYAN to say whether he wanted the nomination or not, and urged him to play the rôle of WARWICK in behalf of Mr. WATTERSON'S candidate who "does not live east of the Alleghenies or south of the Potomac and the Ohio." Mr. WATTERSON reminded Mr. BRYAN that on the occasion of a recent visit to Washington he had said:

"If the Democratic party can pick out a man who can carry more States than I in 1908 it should nominate him. I will not stand against the success of my party, but I want it understood that the man selected must be a good organization Democrat who supported the ticket in 1904."

Mr. WATTERSON thought that he could produce the man who answered Mr. BRYAN'S description and who would make a stronger candidate than he—a man without entangling alliances and acceptable to all factions of the party. In soliciting from Mr. BRYAN a response to the inquiry whether he wanted the nomination himself Mr. WATTERSON took occasion to say:

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Mr. BRYAN'S curiosity about the harmony candidate is apparently not acute. He seems to prefer silence on Mr. WATTERSON'S part even at the risk of having his own sincerity doubted. As we understand the situation, the condition that he must be "definitely heard from" before the name of the harmony candidate can be disclosed does not imply that there will be no revelation if Mr. BRYAN insists on being a candidate; he has only to say yes or no and the country will learn the name of the man who

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BAILEY'S NEXT FIGHT.

Austin, Tex., May 24.—Senator Bailey's next fight may be said to have already begun. It was supposed by superficial observers that the Texas statesman had entered on peaceful waters when the investigation ordered by the last Legislature of the State terminated without apparent injurious results to him. These observers perceived only a glittering but deceptive surface. The investigation referred to was a mere prologue to the drama. Mr. Bailey's troubles have just begun.

The State convention will not assemble until many months shall have elapsed. In one sense, therefore, it may be true that the struggle is a thing of the future. As a matter of fact, however, the battle is already joined. Everything depends on the personnel of the convention and all the real fighting in the case relates to its selection. That question once decided, the subsequent proceedings will be a matter of course—very much as Senator Bailey's confirmation was after he had obtained the indorsement of the primaries. But meanwhile there must be the contest over the constitution of the convention, and that comprises the vital issue now before the Texas Democracy. Heretofore the State has sent to the national party assemblies four delegates at large, and two of these have always been the United States Senators. It is an observance, not a rule; a convention, not an obligation. So far, however, the Democrats have sanctioned the custom by acts of unquestioning concurrence.

Under normal circumstances Senator Bailey would become a member of the Texas delegation to the Democratic national convention of 1908 without a breath of protest from any quarter. As it happens, however, the circumstances are not normal. Mr. Bailey's opponents, who failed in their effort to overthrow him last winter because the people's representatives in the Texas Legislature refused to reverse the people's decision in the primaries, are now attacking him on new ground. Bailey's title to a place in the delegation is a matter of mere etiquette. It can be contested without violation of any established law. And this contest, it now appears, is to be made. The anti-Bailey contingent, no longer handicapped by the forces which counted against them in the Legislature, propose to renew their fight before the people and thus exploit fresh the accusations and animosities which six months ago were crippled by the considerations just mentioned.

The issue means everything to Mr. Bailey, though much less to the opposition. Should his enemies succeed in defeating him as a delegate, the fact will constitute an authoritative announcement of his final elimination from Texas politics. On the other hand, should he win out the fact will be generally accepted as a triumph of convention over hasty and perhaps imperfectly organized antagonism, in which case the result will merely lead up to a more carefully prepared campaign in the future.

Meantime the Democratic situation in Texas is extremely interesting, since it bears upon national issues with peculiar force. Bailey has already declared his devotion to the cause of Culberson, though with Bryan as a second choice. His loyalty to Culberson is a matter of perplexing speculation, his fondness for Bryan open to a thousand guesses. That the theory of well informed Texans is that Bailey, realizing the definitive and final nature of the struggle now confronting him, is appealing to the Texas public by every expedient occurring to his alert and fertile mind. Proclaiming hot allegiance to Culberson and alternatively to the Nebraska prophet, he covers or fondly thinks he covers the whole field of Texas sentiment.

For the time being Senator Bailey is the supreme question with the Texas Democracy. For the time being Texans can be induced to serious consideration of nothing else.

Our Ocean Freight Loss. The following figures give a partial idea of the many hundreds of millions of dollars we have lost by the transportation of American exports in foreign instead of American ships:

Table with 2 columns: In Foreign Ships, In American Ships. Rows for 1870, 1880, 1890, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907.

In the forty-six years, 1860 to 1906, the sum of total cargo of American commerce has been: In foreign vessels, \$53,850,000,000. In American vessels, 12,800,000,000.

It is not ocean freight on nearly \$40,000,000,000 worth of goods that we have lost, but all the money which we have paid to foreign shipowners for carrying our \$40,000,000,000 worth of American exports and purchases and sales.

Not a single one of the forty-six years since 1860 have American imports and exports in American vessels reached the sum of \$100,000,000 of that year. In 1906 Great Britain carried \$611,000,000 worth of our exports and \$76,000,000 worth of our imports.

Longest Imprisonment for Selling Liquor. Into correspondence Tepcha Capital. Peg Butler is to breathe the free air again on May 25. Butler has probably served the longest term in jail of any man who was ever sent up for selling liquor. He was convicted on twenty-four counts and given the minimum sentence of one month, thirty days in jail and pay a fine of \$100 on each count, or \$2,400 in all. He doesn't intend doing his jail, at least not for a few days, for he has been in jail so long that he has forgotten how to earn money.

Lincoln's Last Law Case. Lincoln tried his last case in Chicago. It was the case of Jones vs. Johnson, in April and May, 1890, in the United States Circuit Court, before Judge Drummond. The case involved the title to land of very great value, the acreage on the shore of Lake Michigan. During the trial Judge Drummond and all the counsel on both sides, including Lincoln, dined together at the house of Isaac N. Arnold.

At the conclusion of the dinner this feast was proposed. "My Illinois friends the next President of the United States will be elected by the great enthusiasm of the friends of both Lincoln and Douglas."

No Stranger. Though ministers' views may be measured by the number of a two dollar wedding-doe never is faint.

McLafferty's Window. One more a work all fired and worn With bustling of faces, It is called upon to rise and greet The sweet young graduates. They mean to elevate the world And raise its sordid bed. But all too soon will they find out They cannot ride the rest.

SOUTH POLAR ENTERPRISES.

Somebody is bound to reach one of the other pole of the earth if the present race for polar enterprises continues. The widest attention seems now to be fixed on the Antarctic regions and for the first time we hear of expeditions whose main purpose will be to reach the south pole. Some explorers who have lived and worked in the Antarctic now believe that it will be easier to reach the south than the north pole. They say that sledge parties bound for the north pole are beset with enormous difficulties because the frozen sea that surrounds the pole abuts on great land masses far to the north and the sea ice in its movements is crushed against the coasts, with the result that the ice, even far from the land, is shattered and piled up by tremendous pressure so that it is almost impracticable for sledges.

The conditions upon to be different in the Antarctic. The British expedition under Captain Scott made no greater discovery than the vast plain of ice covering the sea, whose northern edge is the Great Barrier, first seen by Ross. How far this ice sheet spreads away to the south and east of Victoria Land is still a matter of surmise. Wherever seen it presents a practically level, plainlike surface, excepting where it is lifted into pressure ridges by collision with ice moving off the land. Scott made his highway through four degrees of latitude to 82° 17', where the same level surface continued to the horizon.

This immense area of flat ice has inspired the idea that specially constructed automobiles may be used to advantage on that surface. The level ice is known to extend east and west between Victoria Land and King Edward VII. Land. Henry Arctowski, who is planning to lead the next Belgian expedition south, says he expects to use automobiles on this ice to see how far it extends toward the pole. If a continuous coast line is found between Edward VII. Land and Victoria Land there must be an immense gulf separating them. If, however, the two coasts are prolonged without joining there must exist a wide arm of the sea separating the Antarctic lands into two hemispheres.

There is no proof as yet that the level ice of the interior may not extend to the pole or so far toward it as to greatly lessen the difficulty of reaching the pole. Dr. F. A. Cook of Brooklyn also hopes before many months to be testing on this ice the automobiles he has made—and perhaps he will be the first in the field.

Lieutenant Shackleton of the Discovery expedition expects to leave England for his old stamping ground in October, carrying not only an automobile, but also several Siberian ponies. He hopes to get much further south on the level ice than Scott was able to attain with his defective equipment.

Dr. Charcot's next expedition has the indorsement of the French Academy of Sciences and a vessel will be specially built for him. Next year he will go to the east side of Graham Land to study the rich deposits of fossils reported by the Swedish expedition and will then transfer his party to the west coast. The extent of his land and sea travels is not yet known, but Dr. Charcot will solve the problem if he can, or at least he hopes to add a large mileage of new coast line to the charts.

TARIFF REVISION.

How It is Viewed by the Newspaper Men. Owned and Edited by Mr. Dingley.

The revision of the tariff proposed by the executive was the revision of the McKinley tariff, effected years ago, as an extra session of Congress immediately following the Presidential election. All along the revision of the tariff has been known as "standpatters," and it is likely that this plan will be adhered to. Speaker Cannon cites the fact that the Republicans carried the last Congress by a majority on the tariff question, and he does not believe that tariff revision would be so effective a revision effected after politics had cooled off.

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Women Who Hated Japan. From the London Chronicle. Women played an important part in the early history of the United States. In the early days, before the glory of the first conquest made by Japan, that of Commodore Perry, was a man who led her feet over the unknown waters, across which she had never believed in crossing.

Nightingales in Scotland. From the Glasgow News. The nightingales of the British Islands and the continent. Scotland it does not visit, but a century ago a patriotic Scotsman tried to establish the nightingale in that country. He commissioned a London dealer to purchase nightingales, eggs, one shilling each being given for them. They were well packed in wool and sent to Scotland by mail coach.

Spars by Railroad. From the Pittsburgh Record. The time was when all the spars and masts used in constructing vessels on the Delaware were rafted down the river or the Susquehanna River. The first raft that ever came down the Delaware having been rafted of spars. Now they are brought from the Pacific Coast by rail. A load of spars more than one hundred feet in length and from two to three feet in thickness have reached this city over the Pennsylvania Railroad last week.

Are Nervous Invalids Better at Seaside? To SEE EVIDENCE OF THE SEASIDE. In my experience, which is limited, invalids suffering from neurasthenia are always better at seaside. Do physicians generally send their patients to the coast? NEW YORK, May 27.

WHEN WILL THE PANAMA CANAL BE FINISHED?

TO THE EDITOR OF THE SUN:—I have recently received an interesting communication from a man who for years has been engaged in canal building at Panama. He quotes the sagacious remark of another Panamanian engineer: "There has grown up in Panama circles somewhat of a tendency to monopolize patriotism and identify it with official designs, means, methods and management. Dissent or a different point of view is too often hailed with cries of 'enemies of the canal!'" My friend then goes on to say that unless there is some radical improvement in the cost of the canal, it will never be finished.

He also has recently received from M. Bunat-Variella (chief engineer under De Lesseps), a copy of his paper read last winter before the (London) Society of Arts, in which he gives a detailed account of the work of the International Commission. In the first three years to January 1, 1886, exclusive of the very considerable work of installation, no less than 20,000,000 cubic yards had been excavated. On January 31, 1886, says M. Bunat-Variella, "while the chief engineer of the company I had the honor of exceeding in the quantity of work executed the total of 1,000,000 cubic metres a month (which for locks, 1,000,000 cubic yards) in 1887, the work was interrupted at the end of 1888; the total cubic volume excavated by the De Lesseps company amounted then to 72,000,000 cubic yards—the official figure in its reports of 1901 and 1904—which corresponds to an average cubic monthly output of 1,000,000 cubic yards during the six years of effective work. To this figure must be added the work done by the Panama Canal Company between 1894 and 1904, the year when the American Government purchased the canal."

Of this quantity excavated by the French company the commission estimated that 38,886,323 cubic yards could be utilized in the execution of the American plans. From the time that Major Black, in behalf of the commission, took over the work in May, 1904, to the beginning of the present year, the amount of excavation, aside from the work of installation and the magnificent sanitary achievements, is roughly 4,000,000 cubic yards. To May 1, 1907, the total excavation reaches 77,000,000 cubic yards, or 1,000,000 cubic yards for the first four months of 1907; the monthly average was approximately 700,000 cubic yards—about half of the best rate attained by the French company.

In April, 1907, M. Charcot reported to Secretary Fall the completion with July a rate of 1,000,000 cubic yards a month would be attained. Though his prophecy has not been fulfilled the acceleration during the last four months of the year has been most satisfactory. The figures:

Table with 2 columns: Month, Cubic Yards. Rows for January, February, March, April.

These figures are not mere estimates, but are based on cross section measurements. It is to be noted also that the excellent showing of April was made in spite of the embarrasments incident to a change of administration and the beginning of the rainy season.

How long, at the rate of a million cubic yards a month—a rate that will very soon be exceeded—will it take to dig the canal? The time of construction, it is conceived, is the critical factor. It will take to finish the Culebra excavation (Mile 23.80 to Mile 37.50). In November, 1906, there remained 29,000,000 cubic yards to be excavated in the Culebra section; 9,450,000 in the Colon section (Mile 6 to Mile 12.50), 1,800,000 in the Gatun locks, 1,480,000 in the Gatun regulating works; 24,000,000 cubic yards in the Lake section (Mile 7.74 to Mile 37.80), 6,835,000 in the Pedro Miguel section (Mile 37.80 to Mile 43.37), 1,170,000 cubic yards at the Pedro Miguel lock site, 1,680,000 cubic yards in the Lake Soana section (Mile 33.80 to Mile 45.08), 1,430,000 cubic yards at the site of the Soana locks, 8,530,000 cubic yards in the Panama Bay section (Mile 45.49 to Mile 49.72), making a total of 108,338,000 cubic yards. Since the date of this official estimate some 3,200,000 cubic yards have been taken out, leaving in round numbers 105,138,000 cubic yards to be excavated. At the rate of 1,000,000 cubic yards a month, this means that it will require eight years and nine months to finish the work. If there are no labor difficulties (such as those that have troubled the Panama Canal) the Panama Canal may, then, be dug by February of 1914. The cities of Los Angeles and New Orleans are tentatively planning to commemorate the opening of the canal with a grand celebration in 1914, and perhaps the great builders will be urged to "make the dirt fly" fast enough to accommodate the promoters of these expectations.

FULLERTON L. WALDO. NEW YORK, May 27.

Women Who Hated Japan. From the London Chronicle. Women played an important part in the early history of the United States. In the early days, before the glory of the first conquest made by Japan, that of Commodore Perry, was a man who led her feet over the unknown waters, across which she had never believed in crossing.

Nightingales in Scotland. From the Glasgow News. The nightingales of the British Islands and the continent. Scotland it does not visit, but a century ago a patriotic Scotsman tried to establish the nightingale in that country. He commissioned a London dealer to purchase nightingales, eggs, one shilling each being given for them. They were well packed in wool and sent to Scotland by mail coach.

Spars by Railroad. From the Pittsburgh Record. The time was when all the spars and masts used in constructing vessels on the Delaware were rafted down the river or the Susquehanna River. The first raft that ever came down the Delaware having been rafted of spars. Now they are brought from the Pacific Coast by rail. A load of spars more than one hundred feet in