The Sun.

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Bryan and Defeat.

Why should Mr. WILLIAM JENNINGS BRYAN trouble himself to reply to the charge, as he does from time to time, that he is a plutocrat—a term loosely used, but meaning in his case that he is the possessor of wealth. He admits it, but declares that he came by his wealth honestly, as a lecturer, editor, author and writer. It is nobody's business how large his bank account is or what lands and buildings he owns.

Mr. BRYAN has been asked more than once by devoted admirers whether there could be a wealthy Democrat. In one of his replies he said:

"I have pondered long and seriously over the answer, and here it is. If a man makes his money honestly, no matter how much money he has, he can be a Democrat, provided he is the master of his money and the money is not his master."

Twitting Mr. BRYAN because he has saved something for a rainy day should therefore cease. It is not in good taste, and whatever his place on the tax list may be, no exception to him as a candidate can be urged because he pays his bills and has a balance at his banker's. That is in his favor and to his credit.

The concrete, substantial and paramount objection to Mr. BRYAN'S candidacy, as thoughtful and earnest Democrats see it, is that he does not understand that he should not be a candidate at the expense of his party and of the country. In the statement issued by him at Lincoln on November 15, 1907, in which he announced that he desired the Democratic nomination for President, he said:

"No man can ask for a nomination as a compliment if his nomination will not benefit the party, and no Democrat would be justified in refusing a nomination if his party demanded his services, and if the members of the party believe that Mr. BRYAN'S nomination will help the party, its principles and its policies, he will accept the nomination whether the indications point to defeat or victory."

It is Mr. BRYAN'S willingness to sacrifice the party, if he can obtain its nomination, that is charged up against him and renders him unavailable in the estimation of those Democrats who do not want to join in the sacrifice. The indications, particularly in New York and other Eastern States, point like a warning finger to another defeat for the party if he is nominated. Mr. BRYAN is too shrewd a politician not to know that without electoral votes in the East he could not be elected, and that there is no prospect of obtaining them.

No one disputes Mr. BRYAN'S right to the wealth he has acquired as a professional politician and moralist; if people are willing to pay and to buy, that is their business; the objection to Mr. BRYAN is that he wants the party to nominate him again although the indications point to a third defeat; he is willing to be a loser, although the Democracy is aching for a winner.

Dull Times in the Transvaal.

While the Boer war was on there were many positive British assertions that British control of the whole of South Africa would result in an immediate and rapid development in that country. It was predicted that settlers would go there in crowds and that business would experience a stupendous boom. These assertions and predictions have failed distinctly. The modest impetus of the months immediately following the war has given place to a well defined retrogression.

Gold represents about 90 per cent. of the exports of the Transvaal, and the output of this commodity shows a large increase. When the war broke out the mines were yielding about $85,000,000 worth of gold a year. The output of last year was valued at $136,750,000. The dividends paid on this amounted to a little more than $35,000,000, but both product and dividend go out of the country. The life of the mines is estimated at from twenty-five to thirty years, and if no new discoveries are made the future of the country is quite uncertain. In time it could be made a rich agricultural producer, but enormous expense as well as time would be involved in the process. In its present condition, and this holds in the case of the Orange River Colony as well as in the Transvaal, there is little or no inducement for settlers. There are a number of far better opportunities elsewhere, and reports indicate decrease rather than increase of population.

A recent report from Consul SNODGRASS, stationed at Pretoria, gives the value of Transvaal imports for the first three-quarters of 1907 as $59,353,460, as against $68,979,810 for the same time in 1906 and about $77,000,000 for the same time in 1904. The Orange River Colony is in somewhat better shape than its northern neighbor, but the general conditions of that country are fairly shown by the fact that in allotting Government lands to settler farmers on long term payments over 1,200,000 acres were distributed among 678 settlers, thus giving about 1,800 acres to each. A big farm is needed to support a family in South Africa, and that country will probably remain empty until many other lands are more crowded than they now are.

Prior to 1904 statistics of American trade with South Africa were reported in combination with those of East and West Africa. Our sales to the whole area amounted to $31,600,000 in 1902, and probably at least 80 per cent. of this was for the South African account. The total last year was $10,463,876, of which a little less than $8,000,000 was charged to South Africa.

In the course of three or four generations the world will probably need the vast plateau of central South Africa and the tropical and subtropical strip along its eastern, western and southern boundaries. Until that time comes it will be, aside from its gold and diamonds, an asset of only modest value to its political proprietors.

Plan of Railway Control Neither Federal Nor State.

In the *Record*, a weekly newspaper of Hampton, N. H., we find a suggestion in the way of railroad control which engages attention partly by its somewhat unconventional character and partly because it is signed by CHARLES FRANCIS ADAMS, the patriarch of Railway Commissioners in this country.

Mr. ADAMS is discussing the political obstacles to the merger of the New Haven and the Boston and Maine and predicting the eventual consolidation of all the lines east of New York State into one great New England Union Railroad. He points out that the whole fabric of New England's prosperity rests upon its intricate system of transportation lines, steam and trolley. He traces the gradual progress of unification of control, and then proceeds to say:

"A careful study of the railroad problems will reveal a grouping of identical interests and conditions. New England as a section has a set of conditions peculiarly her own; the Southern States have their own needs quite distinct from New England, and the same is true of the Pacific Coast, the great Northwest and the nearer middle West.

"It will be found then that the solution of the railway problem will be found in conserving the railway service to the requirements of the particular group whose prosperity depends directly upon this service, and the only help which Federal intervention can bring to the problem is in creating railway districts with a single Railroad Commission therefor, the latter subject in the broadest sense only to the Federal Government and having power to adjust all grievances, determine equitable rates, pass upon the question of consolidation, whether steam or trolley; and in fact to have the same power in multiple that now rests with the several State Legislatures and their inspection boards of Railroad Commissions."

This remarkable scheme to broaden the present State railway commission system into district jurisdiction, without making it absolutely subject to the Federal Government, is not presented with all the lucidity desirable in such matters. We continue to quote from Mr. ADAMS'S explanation and argument:

"Why should not each of the six New England States be willing to have delegated this control to a commission in which each State has an equal part—a commission of practical men, who by personal acquaintance know well the needs of their immediate surroundings and by association with fellow members can grasp the whole situation correctly and justly? The railways in this country to-day have passed beyond the limited and often blighting control of a single State, yet the needs of the country are too diversified to admit of a purely national commission, and the fact is ever manifest that there is first a home grouping or gathering of business in which State lines have no existence, preceding the interstate traffic on its broadest lines.

"For the best interests of New England the District Commission should consist of thirteen members, two from each of the six States and one from New York, thus giving Maine and Rhode Island an equal voice in the vast development of New England industry, of which they have a relative part.

"In such a commission politics have no place, the Legislature no restriction save only through its corporation laws, and the business needs of the whole section will be paramount in the regulation and control of transportation facilities. And to such a body of men the question of a single corporate head for the whole New England system would not be denied."

This is as interesting as a romance. We should like to know whether Mr. CHARLES FRANCIS ADAMS expects the Federal Government to delegate to the District Commissions its constitutional power over interstate commerce before or after the seven States have delegated their constitutional power over commerce within their respective borders. It would also be gratifying to understand a little more clearly his ideas as to the exact method and process of delegation.

Great Britain and Japan.

The proofs multiply that since clamorous protests were excited among the Whigs by the Peace of Utrecht no convention concluded by Great Britain with a foreign Power has come to be viewed by the British people with more dissatisfaction than the treaty of alliance made with Japan on August 12, 1905. Especially keen is the disfavor with which that covenant is regarded by the purveyors of British manufactures to the Far East, by British merchants residing in Singapore, Hongkong and Shanghai, and by British capitalists interested in northern China.

The boycott of Japanese goods which has been organized in Canton and which is acquiring wide extension in southern China threatens to deprive Japan of her best customers and is accruing to the benefit of British traders, who are the principal commercial rivals of the Mikado's subjects in the Middle Kingdom. So serious are the losses already caused by the boycott that Viscount HAYASHI, Japanese Minister at Pekin, has warned China that she will be held responsible for them, though it is hard to see how she fairly can be deemed accountable for a movement which up to this time has been conducted in a most orderly and peaceful way. According to a telegram from Shanghai Japanese provocative agents are trying to secure a pretext for a claim against the Pekin Government by stirring up trouble in Canton, their method being to attempt to force the Cantonese to purchase goods. From the same source we learn that Japanese newspapers are accusing British merchants in Hongkong of fomenting secretly the boycott.

The main cause, however, of the growing ill feeling between Englishmen and Japanese in the extreme Orient is the fact that Japan has forbidden the extension of the North China Railway, which has been constructed from Pekin to Hsinmintun, to Fakumen, a city in central Manchuria, fifty miles further north. As the proposed extension would run along the right or western bank of the Liao River the Chinese claim that it would lie entirely outside Japan's sphere of influence, which is confined to the zone environing that section of the Chinese Eastern Railway which under the Treaty of Portsmouth was assigned to Japan by the Russian corporation that was the original holder of the franchise. The Japanese on their part allege that in April, 1907, China agreed to build no line of railroad competitive with the southern or Japanese section of the Chinese Eastern Railway. The Chinese rejoin that the convention of 1907 contains no such agreement, but that on the contrary, as the minutes of the negotiations show, the Japanese envoy tried to obtain such a stipulation but was unsuccessful. The British subjects affected by Japan's refusal to permit the desired railway extension are the engineers who constructed the North China line up to its present terminus and the British banks which advanced the funds. The same engineers and bankers entered into an agreement last November with the Viceroy of Manchuria to build the extension for the sum of $2,500,000 to be lent for the purpose.

The tremendous magnitude of British trade interests in the Far East and the extent of the influence which under normal circumstances they would exercise on a British Government will be appreciated when we point out that the aggregate tonnage of the vessels entering and clearing Hongkong in 1904 exceeded 19,300,000 tons, exclusive of Chinese junks engaged in foreign commerce, whereas the aggregate tonnage credited to the port of London in 1905 was less than 18,750,000 tons. Even Singapore has two-thirds as much tonnage entering and clearing annually as has London. What these figures mean to British manufacturers and shipowners is patent on their face. These vast industrial and commercial activities are certain to be arrayed against an extension after 1915 of the Anglo-Japanese alliance, which for the present restrains Great Britain from upholding strenuously the interests of her subjects in China and Manchuria. The representatives of British manufactures and commerce will demand, as they are already demanding, that they be not again sacrificed to the supposed necessities of the Anglo-Indian Empire, especially as since the treaty between Britain and Russia was concluded Japan's aid is no longer needed for the defence of India.

Mr. Borah on the Brownsville Case.

The first impression, and the last as well, made by Senator BORAH'S maiden effort in the Senate, on Monday, is that he tried to deliver a speech that would put him in the orator class, with Mr. BEVERIDGE and Mr. JEFF DAVIS, and if possible at the head of the class. It was a grand burst, more notable for its rhetoric than for its reasoning. It was an ear tickler of great merit and should win favor at the White House.

We may be astray in our interpretation. If we are not we venture the suggestion to this fledgling that a long acquaintance with the honorable body of which he is now a member has brought us to a distinct conclusion that only in comparatively rare cases have men distinguished for their oratorical power impressed the country with their qualities as statesmen. His speech was the plea of a lawyer for his client, forceful, at times dramatic; an address to the gallery rather than to his colleagues. There is a rich and rolling sound in such words as these:

"Men wearing the uniform of a soldier of the Union, the insignia of Government and the symbol of law and order, in the quiet of night, while homes are defenceless, assault and attempt to murder whole families and finally succeed in committing one murder."

We admit that this is a blood curdling burst of oratory, but is it a convincing statement of fact? Mr. BORAH'S speech was scarcely suited to the floor of the Senate.

Judicial English as It Is Written.

Poets have sometimes been accused of not knowing the meaning of their own verses. "When I wrote that," BROWNING is said to have remarked, "I probably knew what it meant, and so did GOD; now, GOD only knows!"

It is generally conceded that clarity is an essential element in a good judicial opinion. The opinions of a great tribunal like the Supreme Court of the United States should be characterized by sound law clearly expressed; after that the higher the literary quality the better—but the Judges should never forget that style is a secondary consideration.

When OLIVER WENDELL HOLMES, Jr., the son of the poet, essayist, novelist and medical philosopher, was appointed to the bench of the Supreme Judicial Court of Massachusetts and subsequently promoted to that of the Supreme Court of the United States, there was rejoicing in the souls of those members of the legal profession who hoped for an improvement in the literary character of judicial opinions. "Here," they said, "we shall have a Judge who is a literary man by descent as well as by reason of his Harvard training. Now look out for expositions of the law which shall be not only sound in substance but clear in statement and felicitous in expression!"

Alas! for the result. The felicity is not. We search in vain for style and sometimes it is even rather difficult to find the sense in the opinions of Mr. Justice OLIVER WENDELL HOLMES.

That learned Judge recently undertook to state the views of the Supreme Court in the case which denied the right of a New Jersey corporation to transmit water from that State to the Borough of Richmond in the State of New York for the purpose of furnishing to the Staten Islanders a supply of pure and wholesome drinking water. We find this passage in his opinion:

"All rights tend to declare themselves absolute to their logical extreme. Yet all in fact are limited by the neighborhood of principles of policy which are other than those on which the particular right is founded, and which become strong enough to hold their own when a certain point is reached. The limits set to property by other public interests present themselves as a branch of what is called the police power of the State. The boundary at which the conflicting interests balance cannot be determined by any general formula in advance, but points in the line, or helping to establish it, are fixed by decisions that this or that concrete case falls on the nearer or farther side."

After reading this you feel like EMERSON'S Brahma:

"If the red slayer think he slays,
Or if the slain think he is slain,
They know not well the subtle ways
I keep, and pass, and turn again."

Forty years ago there was a text book much used in American colleges known as HICKOK'S "Empirical Psychology." It contained just the same sort of writing as the language which we have quoted from the opinion of Mr. Justice OLIVER WENDELL HOLMES. We wonder if this very work was not employed as a text book at Harvard in his day.

The New Hampshire Republicans in State convention at Concord yesterday overwhelmingly rejected the following resolution:

"That while we are in favor of sending an uninstructed delegation to Chicago, it is our earnest belief that the man, above all others, embodying every element of a triumphal candidate and a successful administration is the Hon. WILLIAM H. TAFT."

Triumphal! Humph, no wonder the hard-headed Republicans of the Granite State jumped on the resolution!

Captain HOBSON'S "political manager" announces that the Captain will "attend the Denver convention and probably will be heard there." Undoubtedly he will be heard if the chairman recognizes him, and probably the chairman will invite him to the platform, for the Captain has a gallery value as a naval hero. It is also announced by the "political manager" that Mr HOBSON will be a candidate for the Democratic nomination for President in 1912. It would be just like the Captain, but would the Democratic party have the "nerve" to nominate him?

Some of the German geographical journals are hinting at the probability that before very long the majority of the nations may agree to adopt some other initial meridian than that of Greenwich. They assert that the days of the Greenwich observatory are numbered, because, as they allege, it is no longer possible to make clear and accurate observations at that famous centre of scientific work. The erection of a large electrical power house in the neighborhood of the observatory is said to have already made it impossible to carry on magnetic observations and measurements; and the earth tremors produced by constantly passing trains are vitiating the results of practically all the astronomical work. It is therefore inferred, even by *Petermann's Mitteilungen*, usually very careful and cautious in its statements, that the observatory will not much longer be occupied for scientific purposes.

But even if it is true that such a calamity impends, why should the nations change the prime meridian that has so long been taught in their schools and used by their seamen? Some German geographers are writing that if the leading nations should agree to adopt some other meridian from which to measure longitude east and west it would not cost very much to adapt the new atlases and maps to the new prime meridian. That is so, but it would certainly take a long time for the general public to become accustomed to new readings of longitude, and the confusion would be increased by the fact that for generations nearly all geographical literature has used the Greenwich observatory as the starting point for numbering degrees of longitude. There are certain advantages in having the prime meridian pass through a great observatory, but this, of course, is not necessary. What is more important is to have a general agreement as to the prime meridian and then stick to it.

BEER FROM THE WOOD.

Disuse of Oak in Brewery Tanks Held to Blame for Poor Beer.

TO THE EDITOR OF THE SUN—*Sir:* I think I can enlighten "E. P. S." to some extent as regards taste, flavor and vitality of domestic beer; that is, after much study of the subject I think I am able to tell him why the "flavor and life of the beverage evaporates so rapidly and why our beer tastes raw, green and generally flat," to use his own words.

It may not be commonly known that within the last few years breweries have found it to advantage for "economic reasons" to install glass enamelled iron or steel tanks in place of the old reliable wooden tanks. A large number of breweries are now using iron tanks in place of the unsurpassed oak tank, and that is the milk in the cocoanut. You can no longer call it "from the wood"; you have to call it "from the iron," though it is poured into wooden kegs just a few days, and sometimes only a few hours, prior to its being delivered to the consumer. The oak tank gives the beer strength, taste and flavor; the iron tank produces the opposite results. The advantages of the iron tanks are elucidated in the following letter from a reputable brewery, which I reproduce and for the authenticity of which I hold myself responsible:

"In reply to your favor of 25th ult., beg to advise you that for aging and keeping beer the old style oak tanks are superior to the later steel tanks so much in use; the steel tanks are used more for the reason of being easier to clean and requiring no varnishing, also they take up less room in the cellars."

There you are. Besides this we have other verbal and written statements to the same effect. In other words, it is generally admitted by the brewers themselves that oak tanks are far better for the keeping and aging of beer, which it seems to me are vastly more important factors when it comes to considering quality and excellence of a product than the mere fact that iron tanks are easier to clean and take up less room.

I am further told that the matter of keeping beer in steel tanks at the proper temperature is still an unsolved problem and that the substance which furnishes the cohesive power between the glass and the iron is to a certain extent injurious, if not poisonous, but I have been unable to verify this latter statement. It is bad enough that the beer by virtue of the thin layer of porous glass comes more or less in contact with the iron. There is also great danger of the glass breaking loose from the iron, which I know of my own experience to have occurred.

I am satisfied that the Pilsener or any other European brewery with a reputation for the excellence of its product would never resort to this "modern method" of keeping beer in iron tanks, but would continue the old style wooden casks which they have always had in use and from which they have achieved such splendid results.

There is no doubt that brewers who make it known that their beers are stored in the old fashioned wooden vessels will realize a better price for their material, as the consumer will be only too glad to pay a premium on good and wholesome beer, beer that will not produce biliousness and nausea.

M. L.

NEW ORLEANS, April 18.

Uncle Isaac Knew.

Last week, as Deacon Pennington
Come down to Joe Binn's store,
He found a lot o' fellers there
A-loungin' 'round the door.

Gosh! Wa'n't he mad! Fer 'mongst 'em all
He had to squeeze an' sidle.
"What be they doin' here," he shouts,
"All lyin' about idle?"

"They ain't," says solemn Uncle Ike,
A-heftin' an' a-swishin'
A new cane sucker pole he'd bought;
"They'm lyin' about fishin'!"

ED MOTT.

NEW ART AT BALTIMORE.

Any one who visited the exhibition of the National Sculpture Society at Baltimore will not be surprised to learn of its success. The setting given the clay, marble, bronze and plaster in the Fifth Regiment Armory is picturesque; plants and trees relieve with their green tone the usual staring whites, and the pine framed walls form an effective background. The exhibition is given under the auspices of the Municipal Art Society of Baltimore, with a long list of distinguished patrons from New York and elsewhere. The catalogue tells us that the show was organized; arranged and managed by the joint efforts of the National Sculpture Society, the Municipal Art Society and the Architectural Club of Baltimore; also, that the hall was lent by the officers of the Fifth Regiment, Maryland National Guard; that the floral decorations were furnished or arranged by the Park Board, the Gardeners Club and "certain public spirited ladies and gentlemen." To this catalogue Lorado Taft has written a pithy introduction in which he points out the fact that a century ago America had not a single trained sculptor. Horatio Greenough (1805-52) was "America's first professional sculptor to study abroad." The pioneer roll call follows with the names of Hiram Powers, Thomas Crawford, Thomas Ball, Henry Kirke Browne, Randolph Rogers, William Wetmore Story, Harriet Hosmer, William A. Rinehart, Erastus D. Palmer and John Rogers. Mr. Taft aptly names J. Q. A. Ward "the dean of practising sculptors, as Saint Gaudens is our greatest."

Mr. Ward is the honorary president of the National Society and Herbert Adams is vice-president. Karl Bitter is the general chairman of the exhibition committee, and the jury of selection consists of Herbert Adams, Isidor Konti, Ephraim Keyser, Karl Bitter, H. A. MacNeil, Lorado Taft, Daniel C. French, J. Scott Hartley, Bela Pratt, A. A. Weinmann and Charles Grafly. Robert Garrett is the president of the Baltimore Sculpture Exhibition, and William M. Ellicott the chairman. Theodore Marburg is the president of the Municipal Art Society of Baltimore, and William W. Emmart the chairman of the Architectural Club Committee. In fact it is the harmonious cooperation of these and other gentlemen that has made this exhibition so successful that we greatly wonder whether the National Sculpture Society will be satisfied with the comparatively small South Gallery of our Fine Arts Building next December. Mr. J. Scott Hartley officially announces that the attendance and receipts have been thus far most gratifying and no doubt at the closing of the exhibition next Saturday will be large. The armory building is large, though not so vast in space as the Madison Square Garden. But sculpture shows to better advantage in the former, the light being clearer, stronger and more pervasive, and the marbles and bronzes are not swallowed up as they are in our arena. Even the smaller pieces stand out with refreshing distinctness, and so cunning has been their disposition that in no case have they lost their note of intimacy. One name is missing that would have been a climax—Augustus Saint Gaudens. But this was unavoidable, and pilgrims from New York are cheered by the remembrance of the great sculptor's work now in the Metropolitan Museum. It is, however, a distinct loss for Baltimore.

In referring to the Fine Arts Building as rather cramped quarters after the generous plan of the Baltimore armory we naturally had in mind the presence of so many specimens of monumental sculpture in the present exhibition. There are, for example, Lorado Taft's big group, "The Blind," the three equestrian statues by Solon Borglum, Bitter and Shrady. Borglum's is "General J. B. Gordon"; Shrady's is "Washington at Valley Forge"—which stands at the Williamsburg end of the Brooklyn Bridge—and Bitter's the heroic statue of "General Franz Sigel." Shrady has "Lions for the Grant Memorial, Washington, D. C." Dallin's "Appeal to the Great Spirit," shown at the Pennsylvania Academy in Philadelphia; Maxwell Miller's "Separation of Orpheus and Eurydice"; Daniel French's groups for the Federal Building, Cleveland; Keck's "Egypt Awakening," Schuler's "Driven Out of Eden," and Piccirilli's "Outcast" are among the prominent exhibits. Karl Bitter is also represented by his "Signing of the Louisiana Purchase Treaty," his pediment for the Cleveland Trust Company and a sketch for the Villard Memorial. Charles Grafly of Philadelphia shows his accustomed talent in his busts of Dr. Joseph Price, Dr. Louis Starr, Edward Horner Coales, Elmer Schofield—the landscapist—and others. His "In Much Wisdom" and the "Symbol of Life" are here. J. Scott Hartley's "Nature's Sun Dial"—shown in Philadelphia—and the bust of William T. Evans, the well known art collector, are very much admired. The Baltimore sculptors Ephraim Keyser, Edward Berge, Hans Schuler and J. Maxwell Miller are well to the fore.

There are 463 pieces of statuary and eighty-two photographs, the latter comprising several of Saint Gaudens—the Shaw Memorial and the "Sherman"—six by R. Hinton Perry, among the rest his "Neptune Fountain," and his "Pennsylvania" on the dome of the Capitol, Harrisburg—and others by Boyle, Flanagan, Heber, Konti, Quinn and Weinmann. The group in the round by Taft, entitled "The Blind," illustrates a moment in Maeterlinck's "Les Aveugles." It dominates the centre of the room and is an excellent specimen of tempered impressionism. The blind folk are stumbling along on that immemorial island of the Belgian poet, and there is no disputing the poetic poignancy of the conception and the effective symbol of the seeing child. Yet the rhythms of this rather massive group do not flow inevitable. Nor are the sides and rear as satisfactory as the front. The larger synthetic music is missing. The rhythmic beauty of Herbert Adams's "Welch Memorial" is one of its charms. It is charged with grace and the modelling is supple. The Doria statue for the New York Custom House by Augustus Lukeman is of a massive dignity. Ephraim Keyser's "Sorrow" is full of feeling. Victor D. Brenner's large relief, "Inspiration," depicts two youths drinking, say, at some Pierian spring. Weinmann's "Pitcher," a small nude, is a successful attempt at capturing the spirit of the antique, preserving the while a very vital movement. One of Piccirilli's reliefs is in marble, a smiling child and a young mother. It is graceful. Charles Keck's "Egypt" is decorative. The "Andersonville Prisoner Boy" of Bela E. Pratt is simple to severity and denotes power controlled. Heber has his bust for the Schiller Monument, Rochester; and the influence of Michelangelo is revealed in Piccirilli's "Fragment of a Statue." Louisa Eyre's portrait relief of little Mary Ballard we praised when we saw it in Philadelphia. The "Portrait of Louise," by Evelyn B. Longman, is in the key of Herbert Adams and displays character. "A Mother's Love," in bronze, by Vincenzo Alfano, is worth studying. Caroline Peddle Ball shows again her "Hedda Gabler"—suggesting the pose of Nazimova—and two other numbers. Paul Bartlett is represented by six interesting sculptures, two torsos, the head of Michelangelo, two reliefs and the head of a horse.

The tender, emotional head of Lincoln by Gutzon Borglum is here, and also a fragment of his "Mares of Diomedes." His brother, Solon H. Borglum, besides the equestrian statue of General Gordon, displays a number of his favorite Western subjects, bucking broncos, &c. John Boyle, Edith Woodman Burroughs, Stirling Calder—his "Man Cub" is very fetching, Kenyon Cox—a harmoniously designed figure, "Greek Science," for Brooklyn Institute of Arts and Sciences, and the always delightful statuettes of Abestinia St. Leger Eberle—than whom no sculptor in the exhibition conveys more vividly the sense of rhythmic energy. Witness the girls with the hoops, on roller skates, or the pair of youngsters dancing to a hand organ. George Luks's "Spielers" comes to your memory while before this animated group. Miss Eberle's "Moors Leaving Spain" proves what she can do when the grasp is required for a larger theme. Grafly's "Symbol of Life" is one of his big limbed, Walt Whitman type of women.

Characteristic work of the late Edward Kemeys is shown, Kemeys, who has been called the "American Barye." A little sketch model of a creeping tiger by Charles R. Knight is very strong and evokes perfectly the idea of restrained ferocity. Mr. Knight has talent. Isidor Konti is out in force and in many genres, all of which he conquers with a blithe facility, from medals to fountain groups. "At the Sign of the Spade," by Laura Kratz, is Millet translated into form. Of the three contributions by Bernice Frances Langton we most admired the small, delicately modelled head and fine profile, a portrait of "Mademoiselle Blanche." "An Italian Mother" and "Wynken, Blynken and Nod," the latter a child with closed eyes, both testify to the individual technical skill and feeling of Mrs. Langton, who was a Rodin pupil. There are several replicas of statues by Hiram Powers, his "Fisher Boy" and "Madalene," smooth, impeccable and highly frigid compositions. What American modelling is to-day may be fairly measured by looking at Powers's work here and in the Metropolitan Museum.

The bronze medallion of the late E. A. MacDowell is by Helen Farnsworth Mears. Samuel Murray of Philadelphia has a portrait of Mary Hallock, the pianist. C. H. Niehaus counts eleven exhibits to his credit, among them a pediment for the Kentucky State Capitol, a lunette representing Peace over the door of the tomb of McKinley at Canton, Ohio; a bust of Lincoln, one of the late Robert Blum, of Joseph Jefferson, and the McKinley national memorial. The late Paul Nocquet's bas relief "Hate" is effective. R. Hinton Perry of New York sends but one example, his "Primitive Man," exhibited at the academy a year ago, and one of his most distinguished efforts, both in design and execution. Taft's "Awakening" is a Gretchenlike creature wearing fillets in sphinx fashion. Grace Turnbull's "Pickaninny," Bessie Potter Vonnoh's delightful groups, Enid Yandell and Gertrude V. Whitney's study and Anna V. Hyatt's animals make the feminine section anything but a lagging one in the general race. We liked Bitter's "Goose Boy" and the bust of J. Q. A. Ward by Niehaus. The "Pan Piping," by Frederick MacMonnies, and Elihu Vedder's "Faces in the Fire" bring in conclusion two well known names, and one that of a painter.

All in all this was, with a few notable exceptions, as representative an exhibition of American sculpture as could have been well devised. Those concerned in its organization have covered themselves with glory.

Thoughts of a Democrat.

TO THE EDITOR OF THE SUN—*Sir:* It is strange how a man with the knowledge and experience of William Jennings Bryan can persist in pushing himself forward as a Presidential candidate in the face of the universal opposition that is now being so openly expressed. The voters in two elections have shown that they do not want him as their Executive and certainly care less for him and his principles now than ever before. Bryan is at present unable to carry many States that some other Democrat might win. His nomination means sure defeat for the party, and these facts are agreed upon. There are not many voters who want to see him nominated, and considerably less who are anxious to see him get the nomination.

Yet daily we read of Mr. Bryan's aggressiveness in forcing conventions to name delegates favorable to him, and of the "thousands" of speeches that he is making in all parts of the country, and many other tributes to the wonderful nerve that one man can possess. It seems that he cannot or will not read the public mind, but I believe that if the Democrats of this country would be allowed to nominate their own choice their cry would be: Anybody but Bryan. H. C. P.

NEW YORK, April 21.

The New England Washington Pie.

TO THE EDITOR OF THE SUN—*Sir:* Having been born in Boston and lived there for many years I feel that I can no longer keep quiet, but must add my voice in the controversy now going on in THE SUN, and feel confident that I can tell what a real Washington pie is. In the first place it is as truly Boston as are the sacred codfish ball and baked beans. Among my earliest recollections in regard to Sunday is the menu for that day, which always included Washington pie.

My blood fairly boiled when I read in this morning's SUN Mr. Norton's letter describing the ingredients used in the Brooklyn Washington pie—apple mush seasoned with cinnamon and baked in crust. Ye gods, what an insult to the real thing! And were such a concoction ever put on a Boston table the cook would be at once dismissed and sent back to Brooklyn.

Now for the real thing. Any good cookbook will give you a recipe for a light cake batter which consists of butter, eggs, milk and flour. This is baked in a round pie dish, when cold it is cut through the middle and between the two layers a liberal quantity of strawberry or raspberry jam is spread, powdered sugar is sprinkled on the top and it is ready to eat—try it once and you will never want any of the other Washington pies.

BOSTON, April 20. A BOSTONIAN.

American Coal Production.

The production of American coal in 1907 was 469,761,455 short tons, or about 62,000,000 tons more than in 1906; 77,000,000 tons more than in 1905, and 118,000,000 tons more than in 1904.

The exact figures for the four years are in tons:

1907	469,761,455	1905	392,919,341
1906	407,819,298	1904	351,816,398

By States the chief productions in 1907 were, in tons:

Pennsylvania	235,000,000	Alabama	14,000,000
Illinois	48,562,000	Indiana	11,692,000
West Virginia	48,000,000	Colorado	10,830,000
Ohio	31,500,000	Kentucky	10,420,000

Other coal States, in order of importance as named, were Iowa, Tennessee, Kansas, Wyoming, Maryland, Virginia, Missouri, Indian Territory, Washington, Arkansas, New Mexico, Montana, Utah, Michigan, Texas, North Dakota, Georgia, North Carolina, Oregon, California, Alaska and Idaho.

The Mystery of the Great Mathematical Reformer.

TO THE EDITOR OF THE SUN—*Sir:* There is a legend hereabouts that a certain great Mathematical Reformer was recently met by a friend who asked him, "What are you doing these days?" "Oh, foolin' 'em," was the response. A GUESSER.

JERSEY CITY, April 21.

A Man of Worth.

TO THE EDITOR OF THE SUN—*Sir:* There is a sign up on Third avenue which is Val. Ubl.

NEW YORK, April 21. C. S. P.

Another View.

Woodman, hew that tree,
Spare not a single limb,
In youth my misery
Came from its switches slim.

THOMAS JENKINS.

SENATOR HALE TAKEN TO TASK.

Mr. Reuterdahl Charges Misuse of the "Congressional Record."

TO THE EDITOR OF THE SUN—*Sir:* Some weeks ago, before the Senate Naval Committee's alleged investigation of the defects in the ships of the navy, a Senator presented and had printed in the *Congressional Record* an article from the *Scientific American* making the usual bureaucratic statement that "ship for ship and gun for gun our navy is the best in the world," &c. This paper was doubtless presented in good faith, as the evidence of those officers who support the criticisms had not then been given.

On April 9 Senator Hale, chairman of the committee, presented to the Senate and had printed in the *Record* (see page 4721) and as a document "a paper, being hearings on the alleged structural defects in the United States battleships." This paper was not, as stated by Mr. Hale, a "hearing" on the alleged defects, but was simply an editorial from the *Scientific American* of April 4, 1908.

Had Mr. Hale been actuated by the elementary principles of fair dealing he would have stated not only the source of the article but the name of the person who inspired it as well as the name of the person who advised him to insert it in the *Record*. Mr. Hale's offence is aggravated by the fact that the *Scientific American* article in question reproduces most of the misleading and erroneous statements contained in the Converse and Capps report, as well as a number of others that are highly original perversions of the truth. The following may be cited as examples:

The article states that our armor belts "are in the same position with regard to the water line" as those of British ships, thus ignoring the fact that not since about fifteen years ago has any British battleship been built with a thick lower and a thin upper belt, as in the case of all of our vessels. The British ships have uniform high armor belts extending from five to seven feet below the water to from seven to ten feet above, so that they are equally well protected at light draught and at heavy draught, and there is no academic question as to whether this wide belt should be raised or lowered.

The article referred to, which is now an official paper, also conceals the important fact that even before the adoption of the Dreadnought type Great Britain definitely abandoned all low gun positions in both battleships and cruisers, transforming some vessels to accomplish this end, while we are still commissioning both battleships and cruisers with long rows of low guns which, as Admiral Evans says in his recent report, cannot be used, even in moderate trade wind weather. Our guns are about twelve feet above the water when the ships are in battle trim, while those of the British ships in question are about twice as high. In other words, we perpetuate our mistakes while foreign navies correct theirs. A glance at any book of reference will show the great superiority of British battleships of the Lord Nelson class and cruisers of the Warrior, Minotaur, &c., classes over all of our recent battleships and cruisers, including those now being put in commission.

In order to show the alleged disadvantage of high gun positions the article also states that "with one exception the French type of Russian battleships which fought in the battle of the Sea of Japan proved their top-heaviness by turning turtle and going to the bottom." This statement is completely disproved by Captain de Balincourt's book on the subject. He shows that the ships were sunk by gun fire, but that, except possibly in the case of the Alexander III., none capsized.

But perhaps the most deliberately misleading statement in the paper is that "the one French type ship, the Orel, which was captured by the Japanese, was changed by them to the American type by cutting down her decks and lowering her gun positions." This is a complete inversion of the truth. The Orel originally had four 12 inch and twelve 6 inch guns. With the recent advent of successful long range shooting the 6 inch guns are now recognized as useless in battle, so the Japanese have simply taken advantage of the rebuilding of this ship to remove these guns and have replaced them by a lesser number of 8 inch guns on the upper deck at the same height as the after turret. They have also done what Admiral Evans recommends in his report for our battleships, that is, removed all useless weights, such as flying bridges, &c., so as to decrease the draught and thus raise the armor belt and increase the height of the gun positions, though the Orel's gun positions were already higher than those of our navy, especially the forward turret guns, which are on a raised forecastle.

Finally, as an example of a direct and inexcusable misstatement of fact, there is the astonishing assertion that "the open ammunition hoist to the turrets is not peculiar to our own navy, but is found in several of the crack battleships and cruisers of other navies." There is not now and never has been an open ammunition hoist in any foreign turret. All foreign hoists of whatever type are so devised as to separate the turret completely from the magazines.

Mr. Hale is well acquainted with all of the above details, and he is therefore perfectly aware that the editorial from the *Scientific American* which he has inserted in the *Record* as a "hearing" is eminently qualified to mislead public opinion. However, the public is now so well informed as to the real object of the Senate committee "investigation" that Mr. Hale's latest and clumsiest attempt to support the bureau system will doubtless deceive no one who has given the subject serious attention. To quote the Washington *Herald* in regard to the worthy Senator's general behavior: "Mr. Hale has certainly not helped his own cause by the course so far pursued."

When it becomes necessary to consider the findings of the Senate committee it will not be difficult to trace the connection between the *Scientific American* and the bureau of construction. For many years that periodical has enjoyed the unusual privilege of publishing before any other newspaper the official plans of our ships. These plans came from the bureau of construction. It is only natural that the *Scientific American* should speak well of those who have been friendly and helpful to it.

During the régime of Chief Constructor Hichborn photographs of the new ship plans with accompanying text were furnished indiscriminately to the entire press, and the information supplied was eagerly printed.

H. REUTERDAHL.

CLIFTON PARK, N. J., April 19.

ECHOES OF BROWNSVILLE.

Sentiment in Rural New England Said to Be Adverse to the President.

TO THE EDITOR OF THE SUN—*Sir:* In THE SUN of April 18 there is a letter from a "Veteran Soldier" who seems to feel that there is no sympathy among the whites for the victims of the Brownsville injustice. I can only wish that "Veteran Soldier" had been with me during a long stay in many parts of rural New England during the last few months.

Although an admirer of the negro race, I was surprised and delighted to find so many sympathizers among the farmers. One and all denounced Roosevelt and Taft as unjust and foolish in the Brownsville affair.

"Roosevelt," said one old farmer, "jest acted up like a plumb fool; but Taft, he's derned sly. He's as hard to ketch as a greased pig." Another farmer, who had fought in the Rebellion, was present one day when the subject of the President's invitation to Mr. Booker Washington to lunch at the White House was under discussion. He waited till we had all had our say, when he remarked: "Wall, I reckon ef I wa'n't none too good to fight to free them negroes Teddy ain't none too good to sit at meat with one who's done a heap more to eddicate himself than any of you boys has. Ef them Southerners had done as much for theirselves since the war as the negroes they'd cuss the colored people less and worship their ancestors only on the sly."

Mr. Foraker, whose conduct in the Brownsville affair no unprejudiced observer can but admire, is not by long odds the only American who hates injustice, and if the people have the chance they will show this at the polls. It is to be sincerely hoped that the negroes will see their political opportunity, with neither ostentation nor noise, and seize and use it. S. H.

BOSTON, April 20.

No Nature Fake Here.

From President Roosevelt's veto message of April 13.

These rivers run every hour in the day and every day in the year.