

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

Subscriptions by Mail, Postpaid.
DAILY, Per Month..... \$3 50
DAILY, Per Year..... 39 00
SUNDAY, Per Year..... 3 00
DAILY AND SUNDAY, Per Year..... 42 00
DAILY AND SUNDAY, Per Month..... 3 50
Postage to foreign countries added.
All checks, money orders, etc., to be made payable to THE SUN.

Published by the Sun Printing and Publishing Association at 170 Nassau Street, in the Borough of Manhattan, New York. President of the Association, William M. Laffan. 170 Nassau Street, Treasurer of the Association, M. F. Laffan, 170 Nassau Street. Secretary of the Association, D. W. Quinn, 170 Nassau Street.

London office, 11th Avenue, 11th Avenue, London. The daily and Sunday Sun are on sale in London at the American and Colonial Exchange, Cannon Street, Regent Street, and Dawson's Steamship Agency, 17 Green Street, Leicester Square.

Paris office, 32 Rue Louis le Grand. The daily and Sunday editions are on sale at Kiosque 12, near the Grand Hotel; Kiosque 17, Boulevard des Capucines, corner Place de l'Opera; and Kiosque 19, Boulevard des Capucines, corner Rue Louis le Grand.

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The Carriage Tax of 1794.

As preparation for their autumn campaign against the conservative opinion of the country, Bryanized lawyers and politicians in the Democracy have started a cry that the Supreme Court overruled and set aside a previous judgment of that court when in 1865 it adjudged that the unapportioned tax in the tariff of the previous year on gains, profits and income from any kind of property, rents, interest, dividends or salaries is unconstitutional.

There is no foundation in truth for the cry, as will be made plain by the following facts:
The previous judgment referred to is that in the Hytton carriage case, decided in 1796.

By the statute of a date two years earlier it was enacted:
"There shall be levied, collected and paid upon all carriages for the conveyance of persons, which shall be kept by or for any person for his or her own use, or to be let out to hire or for the conveyance of passengers, the several duties and salaries following." (Then followed a fixed yearly rate on every coach, chariot, phaeton and omnibus, every four wheel and every two wheel stage carriage, and upon every other two wheel carriage, varying according to the vehicle.)

Those on whom the duty had been levied argued before the Supreme Court that it was a "direct tax." Then CHARLES LEE, Attorney-General, and ALEXANDER HAMILTON, who held a brief for the United States, argued that the duty was an excise.

The Chief Justice and Justice CUSHING did not sit in the case, and Justice WILSON gave no reasons for the opinion of the court, which was that the carriage duty was an excise and not a direct tax.

That was all the court decided. It did not adjudge that an income tax, like that of 1894, is an excise and not a direct tax.

It confined its decision to the carriage duty then in controversy. That the court did not in 1796 anticipate and dispose of the case which arose and was decided in 1895, clearly appears in what the minority Justices—HARLAN, WHITE and BROWN—said in 1895 of the carriage case ninety-nine years earlier.

Let it be kept in mind that only three Justices—CHASE, PATERSON and ISRELL—expressed reasons in the earlier case.

Justice CHASE said:
"I am inclined to think—but this I do not give a judicial opinion—that the direct tax contemplated by the Constitution is only two, to wit, a capitation or poll tax, simply, without regard to property, profession or any other circumstance, and a tax on land."

That has not the ring of very clear conviction or decisive opinion. The judicial opinions he expressed were these:

"But I am inclined to think that a tax on carriages is not a direct tax, within the letter and meaning of the Constitution. I think an annual tax on carriages for the conveyance of persons may be considered as within the power granted to Congress to lay duties. It seems to me that a tax on expense is an indirect tax, and I think an annual tax on a carriage for the conveyance of persons is of that kind, because a carriage is a consumable commodity, and such annual tax on it is on the expense of the owner."

He kept clear of a tax on incomes, which is not expense.
Justice PATERSON began his opinion in 1796 by saying:

"What is the natural and common or technical and appropriate meaning of the words 'direct tax' and 'excise' is not easy to ascertain. They have no clear and precise idea to the mind. Different persons will annex different significations to the terms."

He went on to say:
"The Constitution declares that a capitation tax is a direct tax, and, both in theory and practice, a tax on land is deemed to be a direct tax. It is not necessary to determine whether a tax on the product of land is a direct or indirect tax. Perhaps, the immediate product of the land, in its original and crude state, ought to be considered as the land itself; it makes part of it, or else the provision made against taxing exports would be easily evaded. Land, independently of its produce, is of no value. . . . Whether direct taxes, in the sense of the Constitution, comprehend any other tax than a capitation tax and taxes on land is a questionable point. . . . But as it is not before the court, it would be improper to give any decisive opinion upon it."

And he concluded:
"All taxes on expenses or consumption are indirect taxes. A tax on carriages is of this kind and of course is not a direct tax."

That was his decision. He added, and of the isolated expression by one Justice much has been made:
"I never entertained a doubt that the principal, if not the only, objects that the framers of the Constitution contemplated as falling within the rule of apportionment were a capitation tax and a tax on land. Local considerations and the particular circumstances and relative situation of the States naturally lead to this view of the subject. The provision was made in favor of the Southern States. They possessed a large number

of slaves. They had extensive tracts of territory, thinly settled, and not very productive."
Justice ISRELL thereupon declared:
"It is sufficient, on the present occasion, for the court to be satisfied that this is not a direct tax contemplated by the Constitution, in order to affirm the present judgment; since, if it cannot be ascertained, it must necessarily be uniform. I am clearly of opinion this is not a direct tax, in the sense of the Constitution, and therefore that the judgment ought to be affirmed."

An effort by Southern or Western Congressmen to persuade the country that a century ago the Supreme Court declared a tax on incomes like that in the tariff of 1894 to be a constitutional tax, or laid down principles so declaring, will be a fraudulent effort.

The Shadow of Clemenceau.
Although CLEMENCEAU is no longer Premier he remains beyond comparison the most powerful man in French public life, scarcely less powerful out of office than in it, since for many years Ministries have lived only by his sufferance. The necessity of securing his support or tolerance is recognized in the composition and programme of the new Cabinet. Half of the members were colleagues of the late Premier, and all of them are committed to a policy which is substantially identical with his own.

What we are witnessing, then, is a counterpart to the state of things observed in the Chamber of Deputies after the collapse of GAMBETTA's single Premiership, the so-called "Grand Ministry." GAMBETTA continued to be as influential as he had been before, and there was no doubt among onlookers that but for his premature death he would have become again the official pilot of the State. No matter which of his disciples might for the moment occupy the foreground of the political stage, he was overshadowed by the figure of GAMBETTA, at once dictatorial and irresponsible.

It will prove all the better for France if CLEMENCEAU, like GAMBETTA, does not lose his influence with his office. M. BRIAND has not yet been tested in the place of supreme authority, and therefore it remains to be seen whether any French public man can, like CLEMENCEAU, guide the State safely in the struggle between capital and labor, between organized workmen and the civil power. The fact that the present Premier began as a Socialist does not commend him to the great majority of middle class Frenchmen, who are Radical Republicans.

Hitherto M. BRIAND has seemed to be a loyal adherent of CLEMENCEAU. If he carries out the latter's policies faithfully he may manage to retain power, or the semblance of power, for a considerable period. It is a delicate and difficult position, however, which he occupies.

Blessings of Federal Rate Making.
For years the heartless and abandoned wretches who controlled the railroads of this country made special rates for school children, selling at exceptionally low prices tickets to bona fide students for use on school days. There was never any public outcry over this discrimination. The parents of children naturally looked with favor on it, and those who had no offspring of school age regarded it as a proper enough concession to the public demand for educational facilities.

Several months ago the legality of this discrimination was questioned, and the Interstate Commerce Commission made an administrative ruling declaring that it must cease. This ruling has now been affirmed. The commission "points out that its ruling does not prohibit the publication of commutation rates for children of specified ages, but merely holds that such rates must be open to all children within the ages stated in the tariff regardless of their mission, errand or business."

That is, the object of the child in travelling is not to be considered. Its age only is to be taken into account. The ruling, the entire propriety of which from a legal point of view may be beyond question, illustrates in a striking way the inelasticity of Government control. Such control must be, from its very nature, rigid and unbending. Its classifications must be broad and inclusive. If exceptions to rules are to be made abuses will surely creep or jump in.

Yet these considerations will hardly incite the public to enthusiastic approval of a Federal statute that makes the education of a child more expensive than it has been in the past.

The Latest News From the Congo.
It is a fact of interest to Americans that the Gray Book on the Congo just published in Brussels contains a note from our Secretary of State in reply to the Belgian notification of the annexation of the Congo State. The note, it appears, insists particularly upon the carrying out by Belgium of the obligations assumed by the Congo State under the Brussels convention of July 2, 1890. It goes on to say that the system adopted by the Congo Free State gave results by no means in accordance with its treaty obligations. The Secretary of State also expresses a wish to know whether Belgium intends fulfilling the engagements entered into by the Congo Free State with the United States in the declarations exchanged in 1894 and embodied in the treaty of January 24, 1891. Not having received the desired information on these points, our Secretary of State confines himself simply to taking note of the announced annexation.

In response the Belgium Cabinet enters into some explanations. Referring to criticisms of the "concessions" system, it limits itself to making known the forthcoming sale or lease of a certain number of lots of the "Domain" land. "Foreigners," it declares, "whether business men or missionaries, will find no dearth of land available for purchase in the Belgian colony." It adds that the concessions agreements do not debar the Government from selling to third parties such lands as are vacant in districts covered by the concessions. As regards the proprietary rights of the natives the Belgian Cabinet intimates that our State Department may have

confused the political territory of tribes with the lands which are the collective property of tribesmen. With respect to the recognition by Belgium of the rights conferred by the Free State on the United States by the treaty of 1891, assurance is given by the Belgian Government of its intention not to lose sight of the Congo State's international obligations, but it is submitted that not all those obligations can survive the annexation of the State to Belgium.

The London Tablet, from which we obtain the above named facts, points out elsewhere that the Belgian Colonial Minister is at present on a tour in the Congo with the purpose of getting into direct touch with the needs and resources of the newly acquired colony, but his journey, according to La Presse of Antwerp, has a more special object, viz., the selection of a district and the determination of the conditions under which an experiment in the introduction of free labor is to be made. It is apparently the intention of the Belgian Ministry to establish in one province of the Congo territory a régime of freedom of trade and labor, under which the natives will be at liberty to sell the produce of labor to traders and will be allowed to pay their taxes in money. A province offering a typical example of the average economic development of the colony will be chosen for the purpose. This province, according to the Antwerp paper, will enjoy rapid communications with the coast, and everything will be done in order that a thorough trial may be made of the agronomic system which Great Britain desires to see established throughout the Congo region.

Art and Salome Dancing.
The arrest of a so-called Salome dancer would be worth while if it suggested to the public that there is some difference between the exercise of the dance as a mere means of physical exposure and as the expression of an art that is entitled to its place among the other arts of the theatre. The success of an American dancer who has gained the praise of Europe for restoring certain antique phases of the art in a manner that has been undisputedly admitted into the list of the theatre's best revelations has usually been made the excuse for the numerous wrigglers, strippers and other vaudeville performers who have in reality no justification for their appearance other than such incidental self-exhibition as that which recently attracted the attention of the Police Department.

There has rarely been a trained dancer among the women who tried to illustrate with their muscles the emotions of HERODIAS's daughter. Some of them have been chorus girls, while music hall singers and other performers seized the opportunity to undress themselves enough to profit by the craze. Any skill in the terpsichorean art was accounted unnecessary. This idea of modern dancing had become so generally accepted that the public remained indifferent to the manifestation of the genuine sort until its exponent moved from a Broadway theatre to the opera house and danced to the accompaniment of a symphony orchestra. It was then that the public perceived that there was an art in the revival of the old dances beyond that which reduced dress to a minimum and yet kept within the law. It took something beyond the ability to cavort in undress to represent the spirit of the classic dances.

Since the first appearance of the Salome dancers there has been no increase in their artistic skill. The progress has been solely in the degree of personal exposure. The arrest of the one dancer who has been conspicuous in every reprehensible detail of the Salome craze ought to have the effect of emphasizing the difference between mere physical display and artistic dancing.

Looking for a Songbird.
Obviously Elder CALDWELL no longer lounges at his ease in Charlotte and waits for poetry to come to him wafted on a hundred zephyr wings from lakes and streams and hillsides far away. Inspiration no longer blows in his direction. It must be chased and bridled in its native wilds. The Muse has fled this spick and span Charlotte, with its well lighted, well paved streets and its prevalent air of smugness. And the winds that once bore it on their glowing wings have lost the way.

But we know by still another token that Elder CALDWELL has wandered far afield, for never else would this slander on the Murphy Branch neighborhood have found its way into his newspaper:
"It is stated that because of a tieup of freight traffic on the Murphy branch of the Southern Railway there was fear of a shortage of provisions in the section of country affected; that at some places there was actually a shortage in meal and meat. This is right in the section of the State where the chief products of the farms should be corn, beef cattle and hogs. It is strange that the people should depend on railroads to supply their ordinary wants in such articles of food, and their doing so, as evidenced by the consequences of the railroad blockade, seems passing strange. If they are so dependent on the daily freight trains for their supplies of bread and meat, how did they get along before that railroad was built only a comparatively short while ago? Surely they did not haul their provisions across the mountain ranges in wagons. They produced them on their farms, and if they could do so then they can do so now. It is a state of affairs needing improvement, that the blockade of traffic on a railroad running into their section should threaten a famine in meat and breadstuffs."

A Philosopher's Announcement.
TO THE EDITOR OF THE SUN.—Sir: Referring to the recent discussion of Newton's law by your correspondent W. G. D. and "The Editor," I would like to say that I believe I have been able to elucidate the great law of universal gravitation as a natural corollary to the law of gravitation. I have written a book on this subject, and I believe that the earth and (probably all other celestial bodies) is an animate organism ever constant in its respective (sensible) performance of all the varied animal and sacramental functions which the words imply. C. M. JONES, ATLANTIC CITY, July 27.

The Ungrateful Public.
TO THE EDITOR OF THE SUN.—Sir: A Minneapolis dispatch states that while the Rev. G. L. Morrill was photographing the legs of ladies who raised their skirts at street crossings bystanders looked on with indifference. They were wrong. They should have broken his head. JEREMIAH, MIDDLESTOWN, July 27.

Her Position.
Stella—Do you belong to the Audubon Society?
Bella—Well, I'm a faunal member.

where once Miss MATTIE PETERSON tore soulful rapture from a palpitating lyre and scattered it with a white but spend-thrift hand. Maybe he looks for music by the purling Swannanoa, with its silvery bends, its anchored lilies and its half laid ghosts of song. The wells of poetry have gone dry. The birds are lassoed for the cotton mills. Once gushing founts of melody are sealed. And Elder CALDWELL thrills the mazes with cocked ear and at least one rib challenging the faintest nudge. Not long ago North Carolina was the cradle of the troubadours, and he the skillful, understanding master who trusted them up and sent them forth to twitter on the boughs. Now silence reigns. Save for the whir of the factories and the throb of water power borne for miles from mountain streams to bustling towns and industries still in their swaddling clothes and the confusing outcries of the tolling masses, North Carolina is as noiseless as some sacred tomb.

No more the deep, triumphant chords of "Sister MURPHY"; no more the light, tripping roundelay, "I seen pa comin' steppin' high." We have forgotten almost the yielding "maiden in the rowboat" and the insidious cadences of "Fireman, save me child!" No wonder Elder CALDWELL wanders in remote places, far from the sordid, madding crowd, knee deep in cockleburrs and by miles of sullen, unresponsive brooks. No wonder he leaves the fame of rich districts open to an impious stroke. The poets have vanished, made money or been kidnapped by South Carolina, and what is the old North State without music and without song?

The physician said he believed, on the history of the case, that the petitioner was of unsound mind at the time she was committed to the custody of that institution. The justice before whom the hearing was held seemed to think this only a question of the time it took to get to the hospital. —From the news of yesterday.

THE PATRIOTIC CANADIAN.

Remarks for the Benefit of America and Great Britain.
TO THE EDITOR OF THE SUN.—Sir: While temporarily in the city of New York, I took the liberty of drafting a communication from my place of residence. As to the communication of the "Conscientious Englishman" I would ask him where he gets his historical information. Every Canadian school child ten years of age knows that the Shannon was under the command of a Nova Scotian when the Chesapeake struck her colors. Of course it is not to be expected that this fact should permeate the insular prejudice of some Englishmen, but it would be surprising if "Conscientious Englishman" that the triple cross flag that waves over Canada is not the English Union Jack, except as the Stars and Stripes sometimes waves there, as a sign of Canadian courtesy toward the subjects of either country that might be present at our celebrations.

The flag that waves over Canada as an emblem of authority has the maple wreath and beaver in it. It is surprising that one who writes for the United States should know that Canada is not a colony but an independent nation, owing allegiance to no country under heaven, but loyal to the Anglo-Celtic race and the Anglo-Celtic ideal of government. It is proud to be a member of the British confederation of nations, and pleased at any time to go to the relief of the mother land in the time of her distress as she did at the time of the Boer war.

It is to be understood just what awful insinuation that "Conscientious Englishman" saw in my letter, as my whole purpose was to assure our American friends that they need not worry about Canada becoming a part of the German Empire. I am a Canadian volunteer system and will continue to be until the day I see the Canadian flag flying over the Boer Empire. I am a Canadian volunteer system and will continue to be until the day I see the Canadian flag flying over the Boer Empire. I am a Canadian volunteer system and will continue to be until the day I see the Canadian flag flying over the Boer Empire.

Let me assure my English friend that Canada not only can take care of herself but can and will if necessary help the United States in any emergency. The government is the most free and enlightened on earth to-day, and in the interest of our common humanity must be every where preserved.

To Mr. Snarry the American permit me to say that the Boer Empire is a very good thing. Lake Erie at the war of 1812 were neither comprised nor named by Canadians. The Boer Empire is a very good thing. Lake Erie at the war of 1812 were neither comprised nor named by Canadians. The Boer Empire is a very good thing.

True, several times certain bands of American criminals called Fenians were sent to the United States in violation of the law of nations to enter Canada. These were driven back by the Canadian militia and the Fenians were killed. The Fenians were driven back by the Canadian militia and the Fenians were killed. The Fenians were driven back by the Canadian militia and the Fenians were killed.

REPRESENT NEW YORK!
An Appeal to Our Congressmen by the Majority Leader in the Assembly.
TO THE EDITOR OF THE SUN.—Sir: An unfortunate man without arms or legs was stationed at a street corner. He was a beggar and was provided with a cup in which alms could be deposited. A prosperous citizen addressed him, saying: "What caused your misfortune?" To which the unfortunate man replied: "I was with Grant at Shiloh," whereupon the citizen placed in the cup a \$5 bill. "Thanks," said the beggar, "are you thus generous to me because I am a disabled Union soldier?" "No," replied the citizen, "my reason is that you are the first Yankee I ever saw dressed exactly to my liking." I wish with Albert Sidney Johnston at Shiloh, myself.

Apologizing for the antiquity of the story, a member of the Cobden Club might fairly use it, if he thought well of it, to enforce what must be his view of the tariff measure now before Congress. It is not real free trade of course, and it certainly is not protection, or rather it is protection with notable exceptions.

Owen Cassidy tells a story of a man who went from some place in Schuylers county to New York. He promised to return in two days, but things happened rapidly after he crossed the ferry, and it was six days before thoughts of home intruded. He was too busy. Finally, however, he saw a telegraph office and began to think. He telegraphed his wife: "Am beginning to get ready to commence to come home."

There are many reasons from a New York point of view why the Federal Legislature should not pass a corporation tax law and why Senators and Representatives in Congress from New York ought not to support it under any pressure, assuming of course that the State of New York is a part of the United States which they are representing some of the time. I like the large view, but this business of representing constituents does impose some positive obligations.

The State of New York already taxes corporations in about every way practical, and may want to tax them to a greater degree than at present. In addition to paying taxes on local assessment on every species of property and every privilege they possess or enjoy, our New York corporations pay to the State several millions of dollars a year. And we need the money. New York has undertaken and some time will complete the large canal. This will cost, with terminals and other things, at least one-half as much as the estimated cost of the Panama Canal, or about \$250,000,000.

New York has undertaken the construction of highway improvements which will cost the State, towns and counties at least \$150,000,000, and in the end will no doubt greatly exceed this sum. Pursuant to the Dick law our National Guard is now part of the army of the United States, and although the general Government contributes to maintenance, the cost to the State is constantly greater.

New York has the most efficient system of hospitals for the insane of any country in the world, and its schools and charities are maintained with splendid liberality. As our population increases these institutions and activities assume larger proportions and require additional and increasing appropriation. A comprehensive system of teaching agriculture at the State University, at Cornell and in secondary schools has been undertaken.

Every year the Legislature is asked to appropriate money for trade schools, hospitals for tuberculosis and cancer, pensions for State employees and war veterans, old age pensions generally, and a great number of other purposes. The State ought to spend several millions as fast as it is practical for new prisons and reform schools. Ordinary human feeling and decency demands it. There is pressing need of liberal appropriations for reforesting denuded land to protect our water supply, and for many other reasons.

The people of the State of New York are demanding these things. They are proper things for the State to do. They explain the increasing cost of State Government. State expenses will in a few years reach an annual sum of not less than \$50,000,000.

The annual budget of the city of New York is over \$150,000,000, and that of the other municipalities more than twice that sum. In considering the means of raising money for all these State and municipal purposes it has been right to rely on the reserve of property and tax on corporations and inheritances and incomes, to the extent that each should contribute to the cost of government and in such order as seems wise and necessary. These activities might not have been undertaken and may not be pursued if these sources of income are interfered with by the Federal Government.

The State of New York would pay without doubt one-half the entire corporation tax levied by the Federal Government. This would be fine for the States having few corporations, although it is likely that the smaller States would feel a surprising burden.

It seems to be proposed also to put on the free list iron ore and paper. Newspapers tend to advocate protection on free paper and destroy the largest single manufacturing industry in New York State, and the middle West, with a duty on wheat, corn, rye and beef, and demand free raw materials in the list of things she does not produce. Westward the star of empire takes its course, and our Representatives and Senators are ready to do what they can to help things along.

long before the States will be demanding appropriations at Washington. Let the State and the national Government each confine its activities to its own clear and well defined sphere of action, and the development of American civilization and government will proceed naturally along the lines provided for by the fathers and founders of our country expressed in that great charter of our liberties which we know as the Constitution of the United States.
EDWIN A. MERRITT, Jr.
POTSDAM, July 26.

THE CANAL AT PANAMA.

French and American Achievement—What Might Have Been.
From a letter of Philippe Bunau-Varilla to the London Times.

The French found the isthmus in the state of a virgin forest; they had to transform it into a habitable land and to establish hospitals, dwellings and shops all along the projected canal route; they had to educate the West Indian negroes of the sugar cane plantations into public work laborers; they had to select and adapt the proper machinery; they had to endure the crucial trials and suffer the continuous losses due to the yellow and malarial fevers, the prophylactic measures being known several years after the works were stopped; they had to study and resolve numerous and conflicting problems due to the nature of the soil, extremely treacherous and slippery near the surface.

The Americans found in the isthmus an almost entirely different ground upon which, removed, they could establish powerful machines on a stable soil; they found an enormous quantity of lodgings, plank, tracks ready for use; the yellow fever being mastered since 1891, they could bring several hundred thousand laborers to the work, and within nine years they would possess the open, free, deep, wide channel devoid of any locks or dams, therefore absolutely indestructible, which I named the "Straits of Panama." This magnificent result can be reached at a relatively small cost. The cost of \$30,000,000 when the continuous water line is established by the means at first of a temporary lock canal, which would not have cost \$20,000,000.

Misled by the false conception the Americans attached to the wrong idea of a perpetual lock canal, the life of which depends on structures of most questionable stability, the cost of which is recognized now by the American Government to be \$36,000,000, instead of the \$20,000,000, which would have cost three and a half years ago, and which will be perpetually exposed to an accident such as that which occurred recently to the Soo Canal, or to total destruction by an earthquake or dynamite explosion.

FILIPINO SELF-GOVERNMENT.

Judge Smith's Opinions Doubted and His "Conscientious Englishman" Replied.

TO THE EDITOR OF THE SUN.—Sir: Judge Chester B. Smith of Michigan, just returned "after seven years continuous service in the Philippines," is quoted as saying that the islands are "practically self-governed." Apparently Judge Smith has forgotten the status of the United States under which the islands are governed. Perhaps he did not use the word "practically" in its usual sense, or possibly he was misquoted, though I have no faith in this theory of exoniation. Judge Smith will remember that even what little rights the Philippines have in their local government is subject to the supervision and veto of their rulers. He will also recall that for ten years Congress has been urging in vain to relieve our poor subjects in the islands of some of their burdens, such as taxation, and should know that in the pending tariff bill their sop of relief is a dispositive vote of some of their Senators to recover from the devastating effects of the war of their subjugation. It is asking \$100 million out of the following and the Congressmen to legislate against the interests of their own constituents for the benefit of "those niggers" on the other side of the globe.

In some matters of local regulations the people of the Philippines have been permitted to carry out their wishes, but there is no self-government where there is no absence of laws of taxation. The desire of all who have served in the Philippines to make the best of it is natural. I am glad to hear that the Filipinos are to be given the right to elect their own representatives to the Philippine Assembly, and I am glad to hear that the Filipinos are to be given the right to elect their own representatives to the Philippine Assembly, and I am glad to hear that the Filipinos are to be given the right to elect their own representatives to the Philippine Assembly.

Food of the Sea Gods.
TO THE EDITOR OF THE SUN.—Sir: You have now served to "The Associated Press" two portions of clam chowder, and they will prove as disappointing to him as other newspapers are to a reader of "The Sun." "E. T. A." is evidently not an inveterate clam eater, but he wants real old fashioned chowder, the kind that will "stick to your ribs," and which after eating will require no angel, gobin or any one else to "lead you by the hand" down into the state of the following and he will shout "Eureka!" and "go forth and remember his sorrows no more."

Fifty hard clams, can tomatoes, three plants sliced raw onions, three good slices of corn, half pound salt pork, one tablespoonful thyme leaves, black pepper to suit. The clams should be opened at home in order to secure all the juice which they may contain.

Mix ingredients and cook slowly for three hours, adding water from time to time to prevent chowder from becoming too thick. Clams, tomatoes and onions should be passed through a coarse food choker, and the potatoes sliced by hand. Serve with pilot crackers; no other will do.

I overheard an old fellow say in praise of this chowder, "When I have that chowder don't want nothing else."
E. H. E.
MORRISTOWN, N. J., July 27.

THE RAILWAYS OF MEXICO.
WASHINGTON, July 27.—In the July number of Moody's Magazine Mr. Elisha H. Talbot reviews the railway situation in Mexico. He says that "before we appreciate our neighboring republic England and Germany sent money and men to Mexico, built and equipped a splendid railway, reopened long abandoned mines, and engaged in various mercantile pursuits, while our own vaunted enterprise rested supinely on its arms, satisfied with its achievements in more distant countries."

This is not an entirely fair statement of the case. When Diaz became the constitutional President of Mexico in 1877 the country had about 300 miles of railway. National affairs were in a state of disorder and demoralization. Investment was little else than a gamble, offering no special temptation to American investors, who were at that time interested in the projects which resulted in the construction of some 85,000 miles of American railway in twelve years (1878-1890). There was nothing "supine" in American railway energy and capital at that time. They were actively employed in more promising enterprises at home. Moreover it was during the earlier years of that time that enterprising Bostonians undertook and completed the construction of the 1,200 mile line from the Texas border to the Mexican capital, an enterprise of about four times the magnitude of the Vera Cruz line built a few years earlier by the Europeans. Since that time American capital has been the strongest individual factor in the railway system, and is now the dominant factor.

Mexico now has about 12,500 miles of railway. Out of the total about 7,000 miles are under control of the recently effected consolidation known as the National Railways of Mexico. In this system the Government holds a majority interest, but the actual management is in the hands of capable and experienced American officials, and the capital invested, excepting the holding of the Government, is very largely American. A large part of the interest in the independent companies is also held by American investors. The Southern Pacific, for instance, owns a Mexican system of nearly 1,000 miles. In the railway policy pursued by President Diaz practically from the time of his first inauguration, more than thirty years ago, there have been two major purposes, namely the development of Mexico's vast resources and the creation of a system of military highways as factors in the maintenance of political peace and public order. Both undertakings have been wonderfully successful.

How much further Mexico will go in the way of railway expansion in the immediate future seems to us less certain than it does to Mr. Talbot. He says that "it is an accepted fact that Mexico is entering upon a new era of great activity in railway building." This may be the fact, but railway building may easily be overdone in such a country, and railway builders as well as investors are much more conservative about such enterprises than they were a few years ago. Most of Mexico's principal centres are already included in the railway system, and most of those not yet included can only be reached by lines very costly in construction. Lines will doubtless be built as rapidly as social and economic conditions justify construction, but in most cases the business will have to be in sight before the money can be obtained for new mileage.

Unquestionably railways have been, next to the master mind of Porfirio Diaz, the most important factor in the transformation of Mexico within a generation from a land of poverty and political chaos into a land of law and order, progress and plenty. There may and perhaps will be a jar when the control of affairs passes, as some day it must, to other hands, but Mexico's future is now little less assured than is our own.

Tale of Two Parties.

TO THE EDITOR OF THE SUN.—Sir: The course of the day is partisan.

One party is so sure of its power that it has no regard for constitutional limitations. The other party is so shrunk by neglect of all the principles on which it was founded and by having taken as a leader a blatant demagogue that it has sacrificed its self-respect and all public confidence, and it will require something more than talk to redeem it.

It is humiliating to witness the subjection of the country's welfare to party's whims. The great need of the day is backbone in our public men—more devotion to public interests and less to purely local selfish considerations.

The country's real interests are allowed to drift, all attention being concentrated on party issues and promises.
E. T. W.
NEW YORK, July 27.

Amending the Fundamental Law.

TO THE EDITOR OF THE SUN.—Sir: Suppose that a sufficient number of State Legislatures vote for the income tax amendment of the Constitution to make it a law, would it be effective without the repeal of the first part of clause 3 of section 2 of Article I of the Constitution as it now stands? C. H. D.
BROOKLYN, July 27.

Further Advice to "Fie Alley."

TO THE EDITOR OF THE SUN.—Sir: The article containing the letter from Boston signed "Fie Alley" is extremely amusing. By it I am reminded of a reply to a similar question given by a man noted for his wit and who passed thirty years of his business life not more than a hundred miles from the New York Stock Exchange. The gentleman in question was never married but "loved his nip," and to many of the boys associated with him there was a mystery as to what he drank. The boys were always a little careless about pointing jokes at him because of his wit and ready tongue.
One day one of them said, "Charley, what is it you drink?" and Charley said: "Fastest thing in the world for you to find out, sir."
NEW YORK, July 27.

As Ever,
ON THE WAY.
We are moving to the country and our brand new bungalow;
We've finished with the packing and are ready now to see;
We've taken the canary and the parrot and the cat,
And we're all of us delighted to be done with that old flat!